

GRAIN DEALERS JOURNAL

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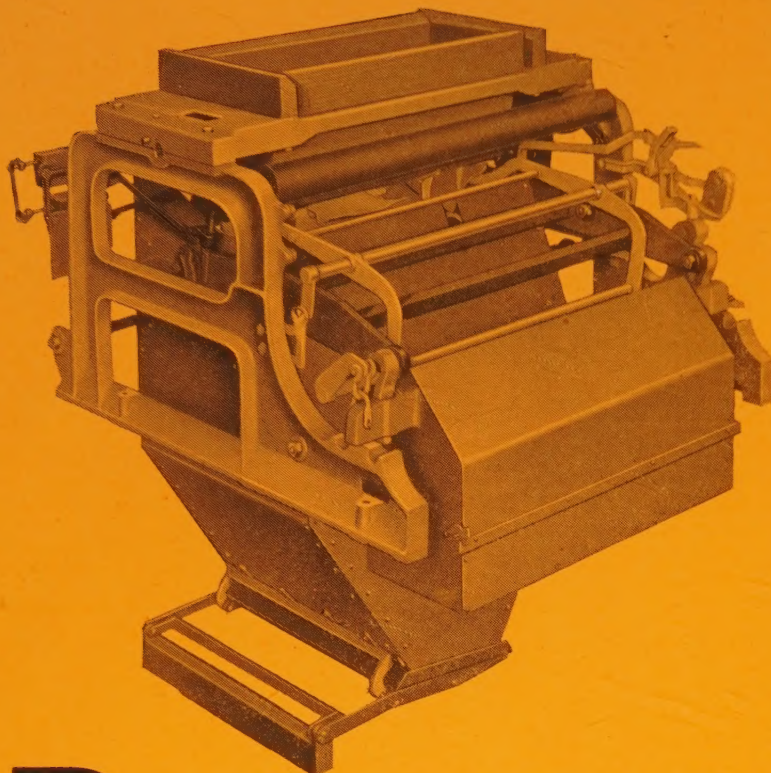
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Fahey & Co., John T., gr'n receivers & expts.*
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Taft, R. C., grain broker.

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Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elvtr. Co., consignments.*
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Heathfield & Co., Inc., W. G., strictly com'n.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

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Thistlewood & Co., grain and hay.

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Bennett & Co., Jas. E., commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
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Holt & Co., Lowell, commission, grain and seeds.
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Lipsey & Co., grain commission.*
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Rogers Grain Co., commission shippers.
Rosenbaum Bros., receivers, shippers.*
Rothchild Co., D., receivers & shippers.
Rothschild Co., The Moses, general grain com'n.*
Rumsey & Company, grain commission.*

CHICAGO (Continued).

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Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Semers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
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Brouse-Skidmore Co., grain, hay, feed.*
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Sheets Elevator Co., The, grain, hay, straw.*
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Purity Oats Co., buyers of grain.

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Ayres Mercantile Co., The, F. C., milling wheat.*
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator, We buy & sell grain & beans.*
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Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
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Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*
Swift Grain Co., receivers & shippers.*

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Boyd Grain Co., Bert A., strictly brkg. & com.*
Heinmiller Grain Co., receivers and shippers.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.*
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Mutual Grain Co., grain commission.*
Rich Grain Co., grain commission.*
Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

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Aylsworth Grain Co., receivers, shippers.*
Bruce Bros. Grain Co., consignments.
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Denton Kuhn Gr. Co., consignments.*
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Moore-Seaver Grain Co., receivers & shippers.*
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Thresher Fuller Grain Co., grain commission.*
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Munn-Burrow Brokerage Co., grain, hay millfeed.*

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Goemann Grain Co., grain buyers.*

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Buxton, E. E., broker and commission merchant.*
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Hensley & Owen, grain commission.*
Kamm Company, P. C., barley and rye.*
Owen & Brother Co., grain commission.
Rankin, M. G., & Co., grain and feed.
Rialto Elvtr. Co., grain receivers & shippers.*
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Benson, Stabeck Co., grain com.*
Carter, Sammis & Co., grain commission.
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Getchell-Tanton Co., grain commission.
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Gould Grain Co., receivers & shippers.*
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Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
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Quinn Shepherdson Co., grain commission.*
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Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley & oats my spec'ly.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

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Jones & Co., M. B., buyers—quote us.*
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Riemschneider, Wm., gr. consignments.*
Therrien, A. F., broker.

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Merriam Commission Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
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Updike Grain Co., consignments.*

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Feltman Grain Co., C. H., grain commission.*

PEORIA (Continued).

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Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
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Miles, P. B. & C. C., grain commission.*
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Warren Com. Co., consignments.*

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Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Scattergood & Co., S. F., corn-oats.
Stites, A. Judson, grain and millfeed.*
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Walton Co., Samuel, grain and hay.*

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Graham & Martin Grain Co., grain commission.*
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Hawpe Grain Co., M., grain merchants.
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Nanson Commission Co., grain commission.*
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King & Co., C. A., grain and seeds.
Southworth & Co., grain and seeds.*
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Young Grain Co., The, grain receivers & shippers.*
Zahn & Co., J. F., grain, seeds.*

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Members

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Board of Trade
Members

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Grain Dealers Journal
CHICAGO - ILLINOIS

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JACOB GOLDSMITH & CO.

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Nanson Commission Co. GRAIN, HAY and SEEDS

202 Chamber of Commerce, ST. LOUIS, MO.

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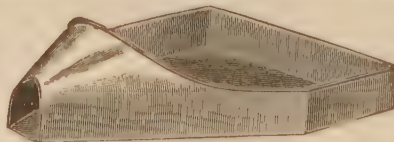
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CONSIGNMENTS

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Can find no present more acceptable to the progressive grain dealer than a paid up subscription the Grain Dealers Journal.

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Consign Your Grain to

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When we get your trade we will be just as anxious to hold it as we are now solicitous about having you send a trial car.

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Thoroughly equipped to handle your shipments.
Careful personal attention given each car.

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GRAIN COMMISSION

320 Board of Trade Bldg., Indianapolis, Ind



The Wichita Terminal Elevator Co.

Wichita, Kansas

**CORN - OATS
RYE - KAFFIR CORN**

Ask us for prices, or Consign to us.

1,250,000 bushels, storage capacity.

Store your Corn, Oats and Kaffir Corn with us.

STATE WEIGHTS at this Elevator.

DRIERS at Your Service

Grain shippers are urged to co-operate in the great work of conserving the food value of wet grain. Arrange to have your damp grain dried at the nearest point and at the earliest hour. Save all of it. Help win the war!

CORN and BEANS *DRIED IN TRANSIT*

We have installed a new Hess Drier, and are prepared to dry corn and beans. We are located at junction of main line of Grand Trunk Ry. and Grand Rapids Division of M. C. R. R. Prompt service assured.

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Equipped with Hess Drier to Dry Corn or Beans.

Conditioning a Specialty!

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WHEAT - CORN - OATS
—TO—
DUMONT, ROBERTS & CO.
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"The top 'o the market to you."**

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GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE
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Wants Correspondence with members of the Grain Dealers Associations in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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Chicago Established 40 Years Minneapolis
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Receivers of all kinds of
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Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

I RECEIVE help from the Grain Dealers Journal from cover to cover.—O. H. Ketcham, Cheyenne Wells, Colo.

THE Grain Dealers Journal is the best grain paper I ever read.—C. K. Mills, with G. W. Bishop & Co., Palestine, Ill.

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I AM very well pleased with the Grain Dealers Journal. It contains much information that is useful to a grain dealer.
—A. S. Mawhinney, Northboro, Ia.

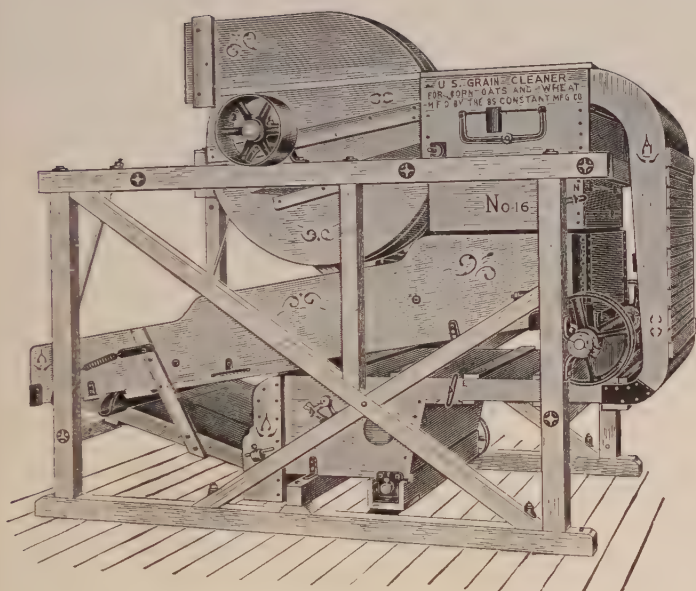
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Daily Capacity 3500 Bbls.

OFFER US YOUR
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Mills and Elevators,
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The "U. S. Grain Cleaner" has for so long been giving satisfactory service in hundreds of grain elevators throughout the country that it is no wonder that it is considered the leader. It has built up an enviable reputation. This is the kind of a cleaner you should install in your elevator. You had better give the subject some thought at this time, as the new crop is not many months away. Look your machinery over and see what you need—we can supply it.

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such a valuable book as a labor saver. Then there is its completeness and up-to-dateness that make it the code for you.

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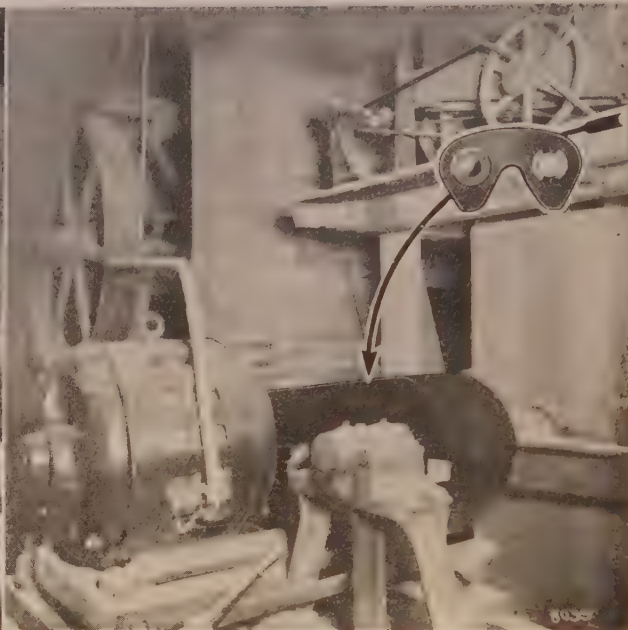


The Ideal Drive for Economizing Space



BEFORE

This shows a belt drive which was replaced by the 50 h.p. Link-Belt Silent Chain Drive at Cleveland Grain Co. elevator shown in other view.



AFTER

Contrast the compact arrangement which the Link-Belt Silent Chain Drive affords, with the long centers required by the belt drive and the increased efficiency obtained.

OFTEN space economy is as important as power economy. Link-Belt Silent Chain affords both. It frequently saves the cost of larger or extended buildings to accommodate long-center leather belt drives. The high cost of materials today makes such economy important.

Link-Belt Silent Chain Drives

afford compact power transmissions, saving space and operating at over 98% efficiency. They are easily encased, as shown above, to afford safety to workman, and automatically lubricate the drives.

Tell us your power transmission problems, and let us solve them. Data Book No. 125, our 128-page price list explains Link-Belt Silent Chain Drives fully, and shows how to figure them. Write for a copy.

LINK-BELT COMPANY

PHILADELPHIA

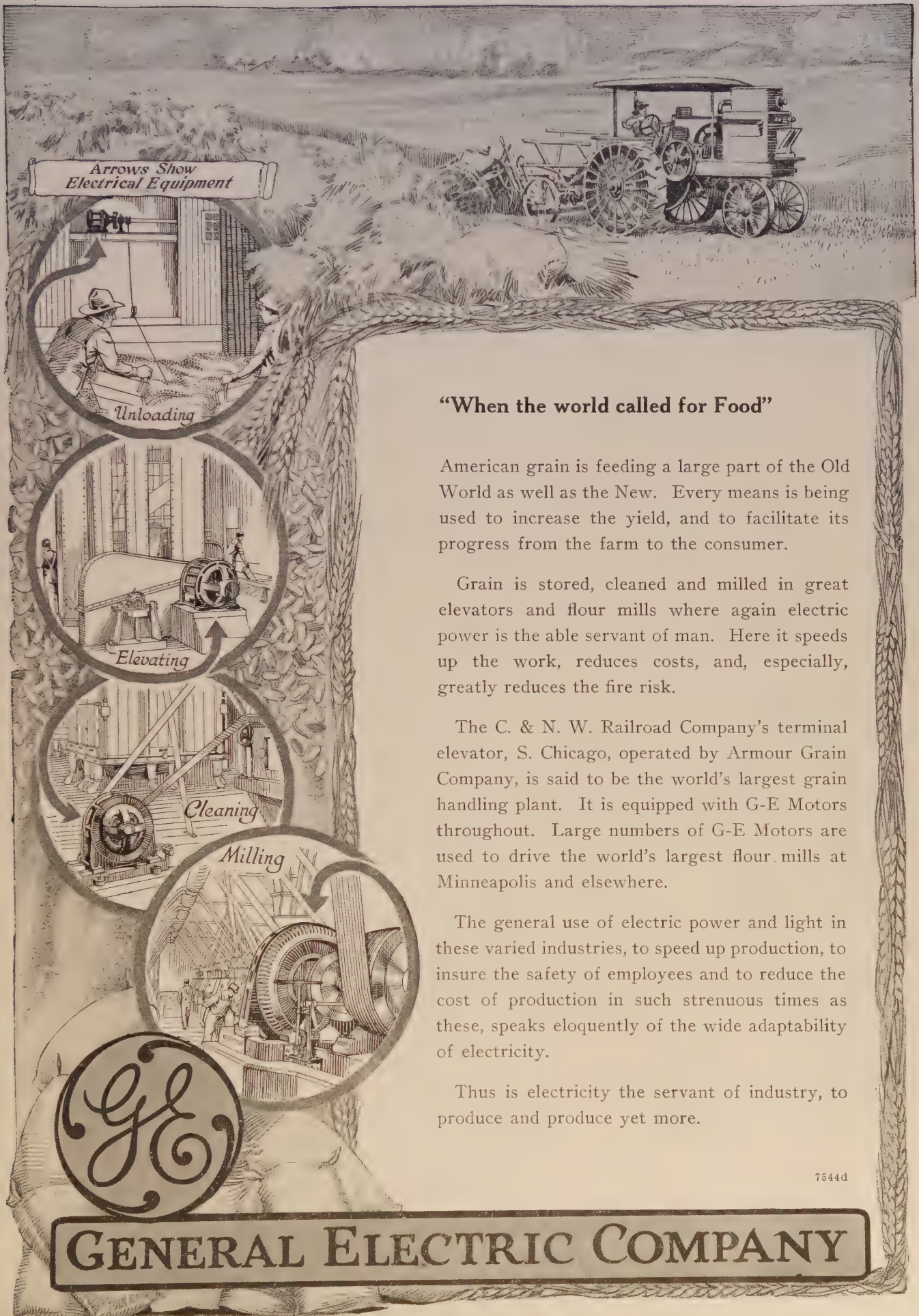
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American grain is feeding a large part of the Old World as well as the New. Every means is being used to increase the yield, and to facilitate its progress from the farm to the consumer.

Grain is stored, cleaned and milled in great elevators and flour mills where again electric power is the able servant of man. Here it speeds up the work, reduces costs, and, especially, greatly reduces the fire risk.

The C. & N. W. Railroad Company's terminal elevator, S. Chicago, operated by Armour Grain Company, is said to be the world's largest grain handling plant. It is equipped with G-E Motors throughout. Large numbers of G-E Motors are used to drive the world's largest flour mills at Minneapolis and elsewhere.

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With Protected Knives.

*Have Ball Bearings
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Warranted the Best, Most Accurate, Sensitive and Durable. No Check
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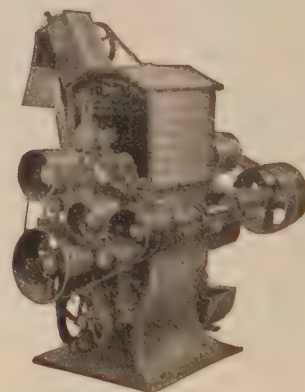


A Complete Stock of Elevator Machinery

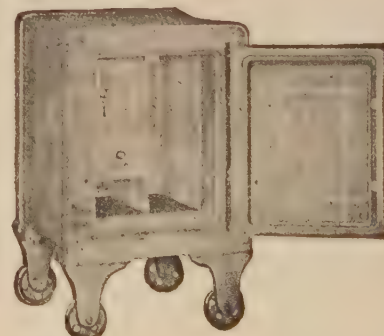
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deserves your confidence. Its design and construction have stood the test in actual performance in Europe as well as the United States continuously since silent chains of any type have been built.

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If you are an engineer seeking to give your client the best or are yourself the buyer, consulting your own best interest, the record made by American High Speed Chain challenges your investigation and invites your inquiry. The best chain costs no more—specify American High Speed Chain in your elevator.

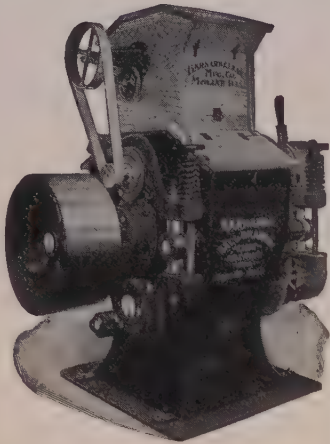
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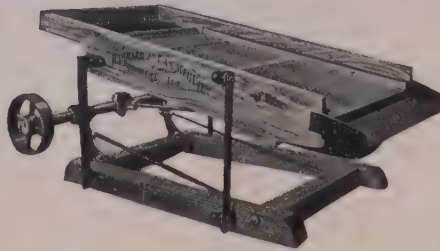
Everything for Handling Grain



Feed Grinders

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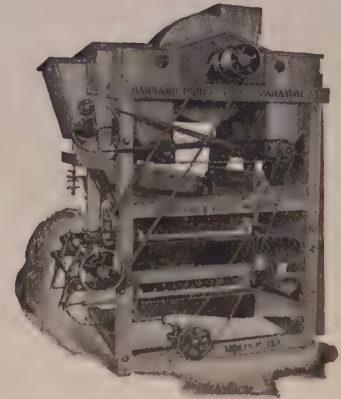
Screening Mills



Grain and Feed Screens



Pitless Shellers and Other Kinds

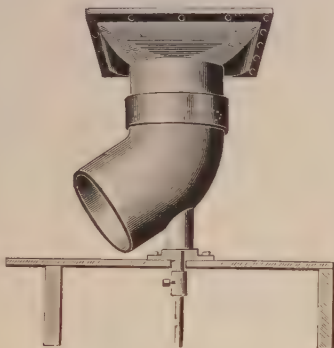


Grain Cleaners

Oat Clippers

Grain Shovels

Car Pullers



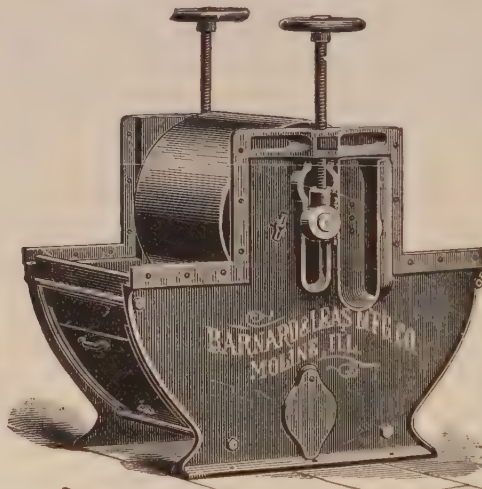
Friction Clutches

Rope Drives

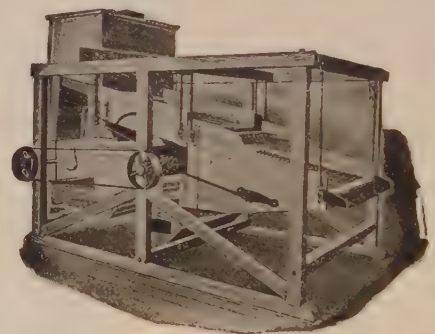
Pulleys and Hangers

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Corn Cleaners

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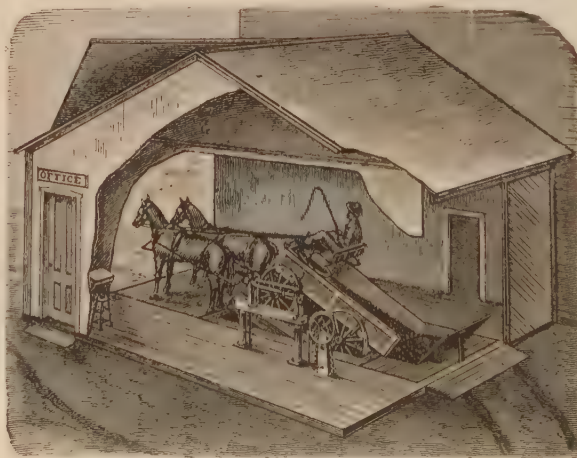
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Established 1860

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GET FULL INFORMATION on the OLD RELIABLE

JOHN DEERE MARSEILLES LINE OF WAREHOUSE SHELLERS

A Type for Every Purpose



Furnished in types for installation and operation on working floor, below working floor or in cupola of elevator.

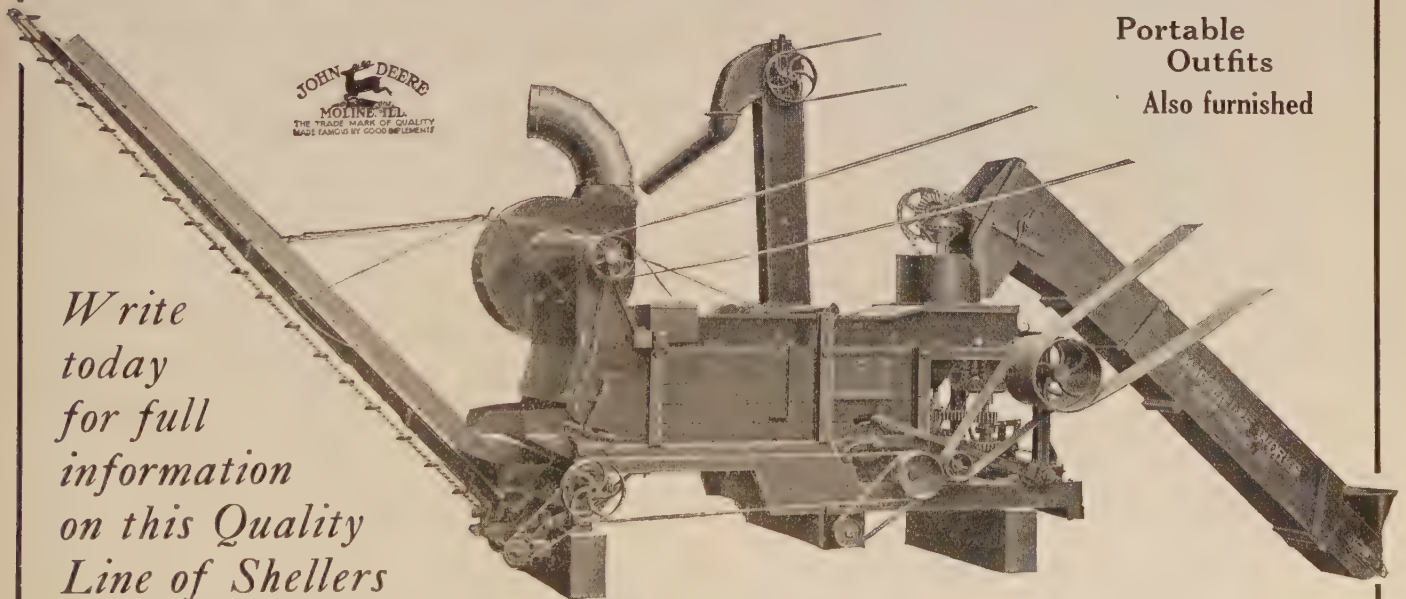
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They handle either snapped or husked corn perfectly without extra equipment. Capacities range from 150 to 1500 bu. per hour.



Marseilles Shellers Give Maximum Capacity with Minimum Power

Portable
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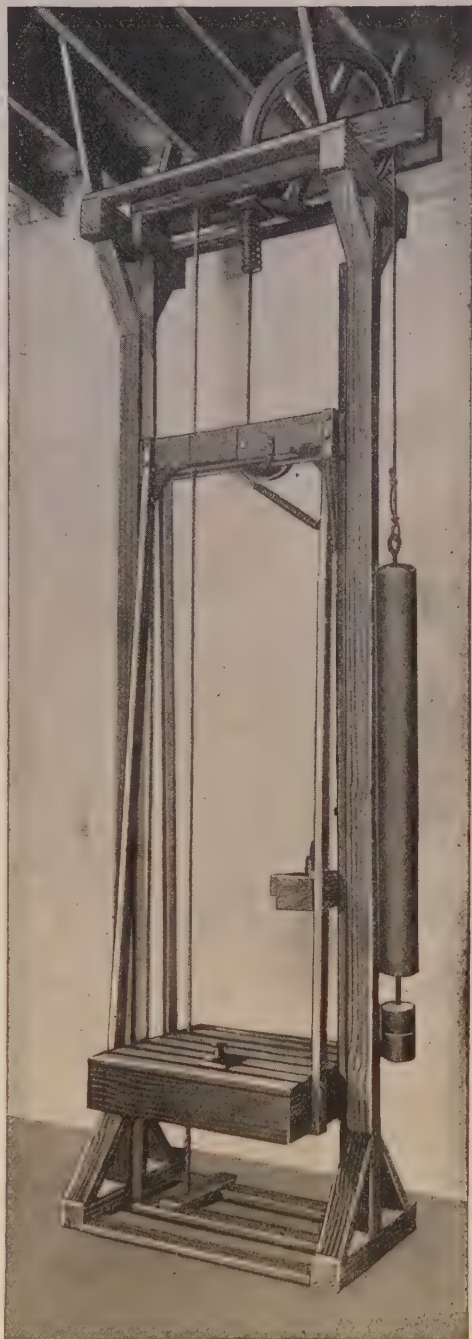
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Line of Shellers*

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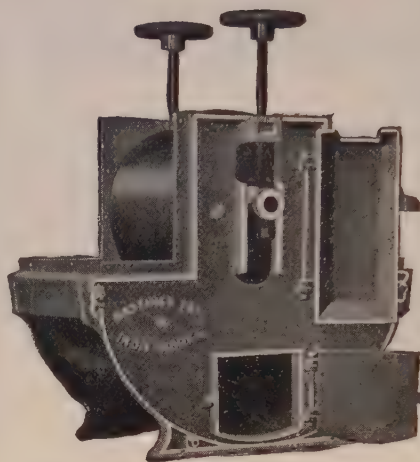
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We Manufacture All Kinds of Grain Handling Machinery



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We also manufacture the "LORENZEN" Automatic, Non-Chokable Distributor

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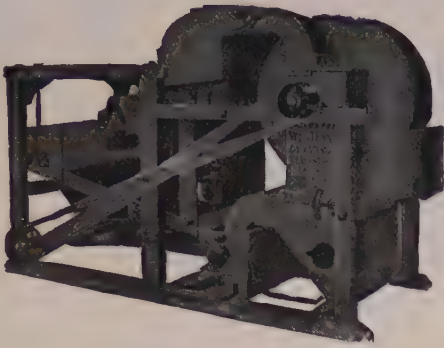
Single and Double Leather Belt

For the want of space we cannot mention one-fifth of the articles we make. Get our literature and our prices. We know that we can save you money. Every article we make we guarantee to give satisfaction or your money refunded.

York Foundry & Engine W'ks.

Established 1872.

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"Western" Gyrating Cleaner

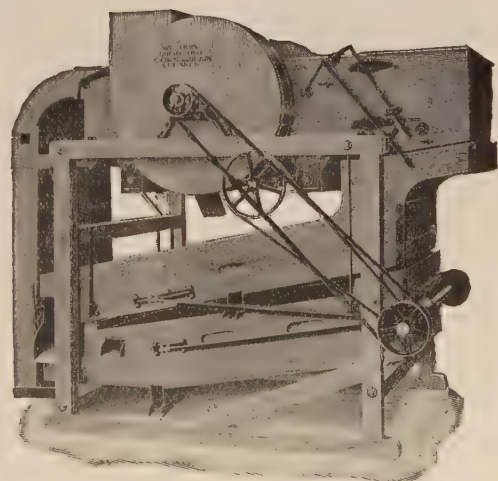
It's About Time

you were going through your elevator to find out just what part of your machinery is incapable of taking care of the business you will have in a few short weeks. Don't wait until the farmers are lined up at your dump to discover that some of your machinery is "on the bum." Right now is the time to find that out. Bear in mind, too, that war conditions make delivery a little slower than usual. If you will send in your order for WESTERN LINE equipment at once it will have our immediate attention, the best in shipping (under existing conditions), and you will have the best in grain handling machinery when it is installed. Let us hear from you at once.

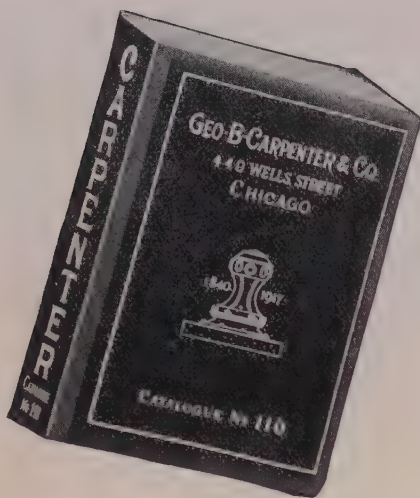
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Do your part at once to oversubscribe it. If you bought, buy again if you can.



"Western" Combined Corn and Grain Cleaner



A Real Necessity NOW

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Now, more than ever, our new catalogue is needed on account of the dislocation of all normal sources of supply in every line of industry. You need everything that will help you; our 1100-page Catalogue will be your best friend—a real “buyer’s help.” You can have it on request. Send for it now; it will simplify a lot of things for you. Address Dept. 13.

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AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

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to modernize your plant so it will net you larger profits? Is it here?

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or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

GOODRICH GRAIN ELEVATOR BELTS



**5,000 Bushels
Per Day
For Four Years**

That's what Goodrich Grain Conveyor Belts are capable of—but that's not all. One of our largest central flour mills reports the above figure, with the following comment of the Superintendent: "Yes, I am much pleased with the Belt. It certainly speaks well for Goodrich. Looks as if it will last six years more, too."

What Goodrich Belts have done for others, they can do for you. They're built to make records. Watch Goodrich Belts at work every day all about you. They are working for the records that will convince you by proofs that they are the best that you can buy.

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**Manufactured
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**A High
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**THE BIG Q DAIRY
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**Popular with
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The "selling qualities" of the feed you handle are a big factor in your business. They must be the KINDS of feed that your customers want—feeds that will give the BEST results and the quality of which is backed by a reliable manufacturer.

THE SUPERIOR QUALITIES OF

SCHUMACHER FEED AND BIG "Q" DAIRY RATION

both ideal, popular and profitable feeds for dairymen, are so well known that they have become the standard of feeders, breeders and dairymen everywhere.

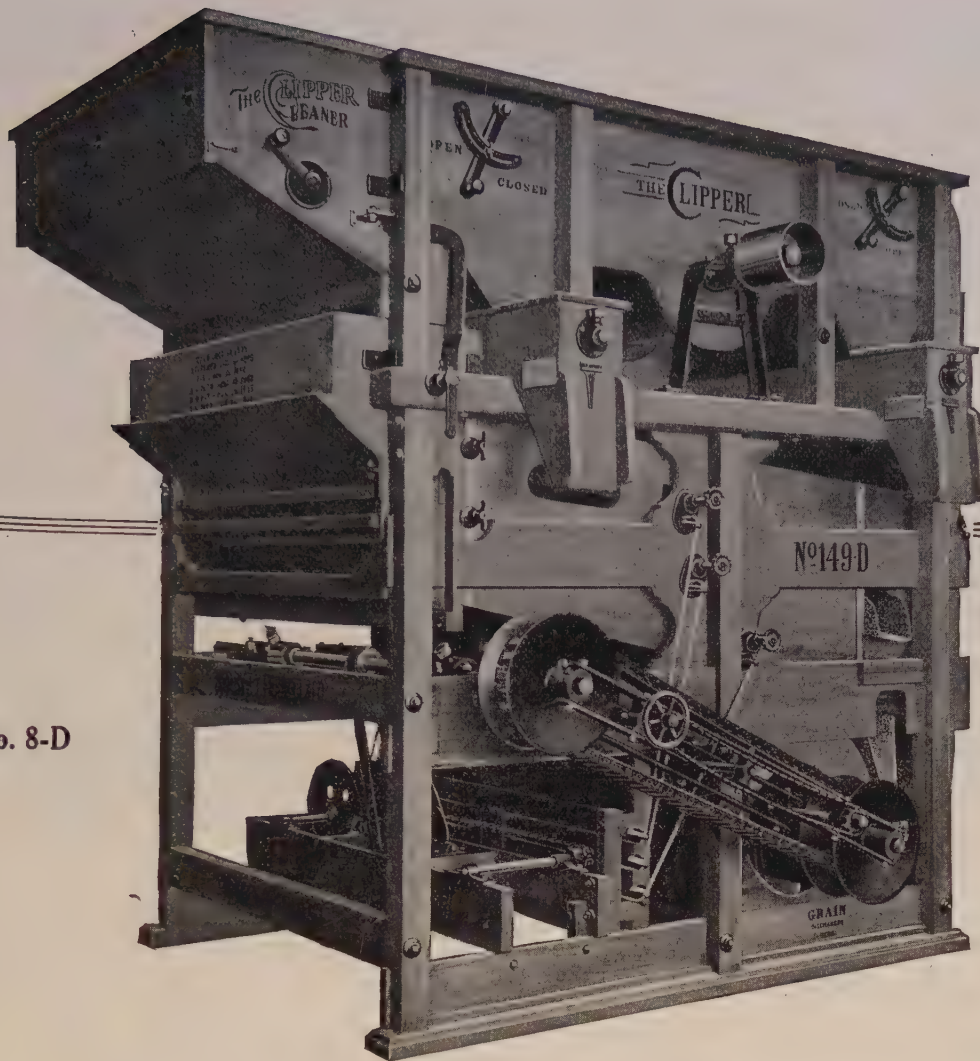
The feed dealer who handles SCHUMACHER FEED and BIG "Q" DAIRY RATION is in a "class" by himself—the quality class—and is assured that these products will give satisfaction to every purchaser. Increased sales and continued patronage always follow.

Being the largest manufacturers of feeds in the world, we are in a position to give dealers co-operation and service that cannot be secured elsewhere.

If you are not handling SCHUMACHER FEED and BIG "Q" DAIRY RATION write today and ask us how we can help you increase your business.

(72)

The Quaker Oats Company Address: Chicago, U.S.A.



No. 8-D

No. 149-D

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

Write for catalog

A. T. FERRELL & CO., Saginaw, W. S. Mich.

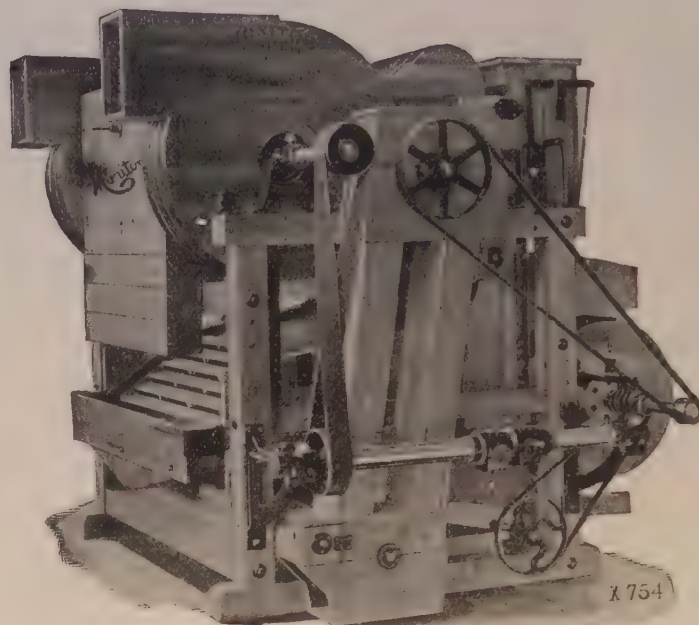


Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

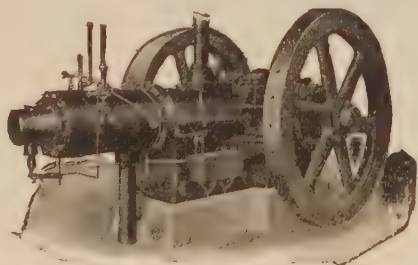
HUNTLEY MFG. CO.

Silver Creek, N. Y.



You Want Power

that will run your elevator at the lowest possible expense. As an elevator man this has always been a very important question with you. The best power for the least money—that's what you get when you install a Money-Making MUNCIE Oil Engine in your elevator.



The MUNCIE can be depended upon at all times to give you the required power to operate your plant. No delays caused by frequent breakdowns. Its simple construction reduces repairs to the lowest minimum. On account of war conditions shipping is a little delayed—get your order in early so that your MUNCIE will be there when you need it the most. Drop us a line or two today.

MUNCIE OIL ENGINE CO.

516 JACKSON ST.

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IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.00.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.



THE CONSERVATION OF ENERGY AND THE TRANSMISSION OF POWER

Fitting Goodyear Belts

We believe that part of the saving effected by Goodyear belts must be credited to their better materials and construction.

We do not believe that these entirely explain the Goodyear records of conveying material at less than the usual cost.

Right application is fully as important as right construction.

In consequence much Goodyear effort is given to fitting belts accurately to the drives they serve.

Accurate fit requires more than the obvious factors of proper width and proper length.

It demands the right kind and number of plies.

For these determine thickness and weight, and therefore govern efficiency and wear.

The Goodyear men who call on you are especially trained to specify the most economical ply construction for your drives.

They can reduce your usual costs for conveying material and conserving energy.

That Goodyear belts do save for you is shown by the fact that in five years our sales have risen from nothing to many millions.

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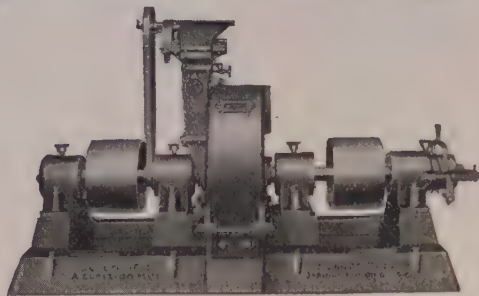
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GOOD YEAR

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Ball Bearing Attrition Mills



MOTOR DRIVEN (Belt Drive if Desired)

The grinding plates of an Attrition Mill are often referred to as the "Heart" of the Mill.

Our mill is perfect—mechanically, yet all mechanical parts of a mill are merely necessary adjuncts to the plates, which do the work.

Our plates are held in a Solid, flanged head made of open hearth Steel, accurately machined and balanced. The plates **fit in** this head—**against** the outside flange, which takes **all** of the centrifugal thrust, bolts are used merely to fasten the plates **to** the flanged head.

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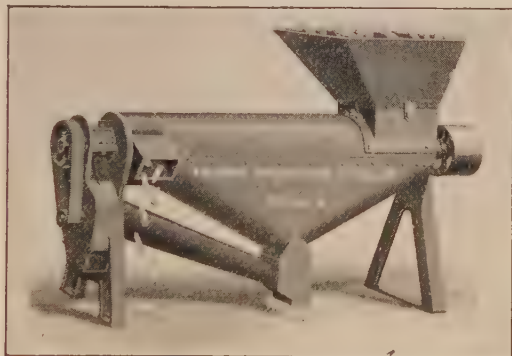
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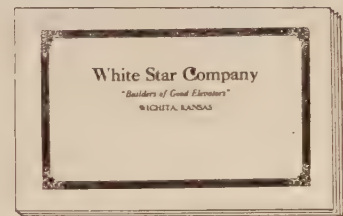


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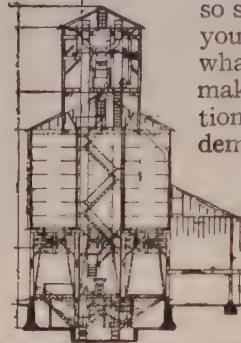
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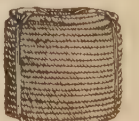
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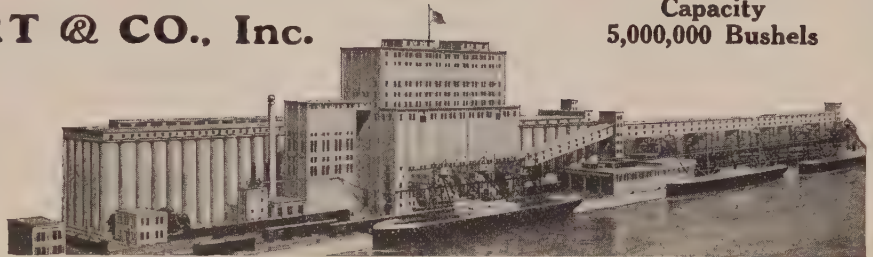
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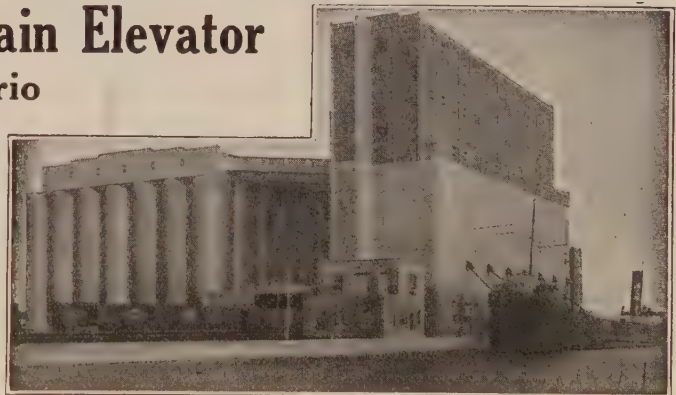
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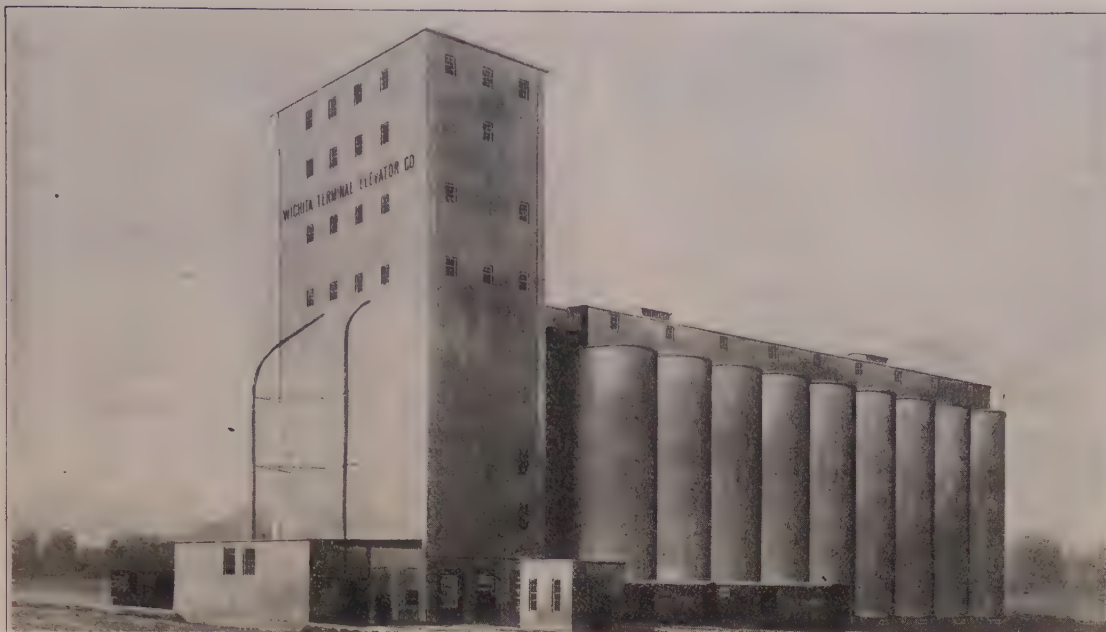
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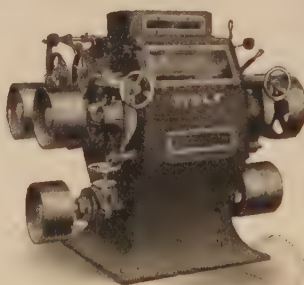
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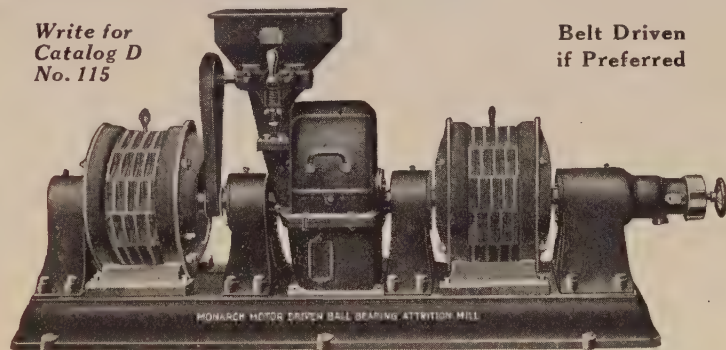
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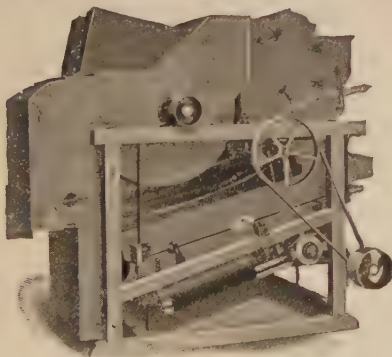
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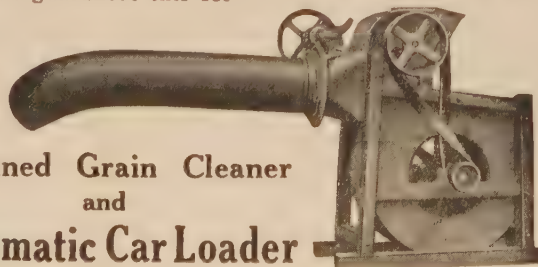
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Reduce any weight of grain from 600 to 6590 pounds, by 10-lb. breaks direct to bushels. The pounds are printed in heavy faced type, and the reductions to bushels are shown directly beside the corresponding number of pounds, so it is impossible to get the wrong reduction when reading. Printed from large type on card-board, size 10 1/4 x 12 1/2 inches, and sold only in sets as follows:

FORM 3280 DR—For reductions to bushels of 32, 33, 35, 55, 56 with 1 lb. reduction for dirt, 68, 70, 72, 75 and 80 lbs., ten tables printed on five cards. Price 75 cents.

FORM 4560 DR—For reductions to bushels of 45, 48, 50, 52 and 60 pounds, and 60 pounds with dockage for dirt at 1, 2, 3 and 5 lbs. per bushel, nine tables printed on five cards. Price 75 cents.

GRAIN DEALERS JOURNAL
305 So. La Salle St. Chicago, Ill.

Give your Elevator this Fire-Protection

Red hot sparks from laboring locomotives are a prolific cause of elevator fires.

Insurance can never fully cover the loss of your elevator and the business lost while it is being replaced.



Roofing and Siding

is a sure protection, not only against fire from locomotive sparks but, if made continuous at the eaves and properly grounded against lightning as well; and Toncan Metal **lasts**.

The sheets are carefully made of iron that is nearly 100% pure. Every cause of rapid corrosion has been removed. The result is a sheet metal that has no superior among iron ore products.

Don't be satisfied with mere "Sheet Metal," insist on "Toncan Metal."

Toncan Metal roofing and cross-corrugated Toncan Metal sheets for elevator siding are sold by Jobbers and Tinnners everywhere.

The Stark Rolling Mill Co.
Canton, Ohio

Sole Makers

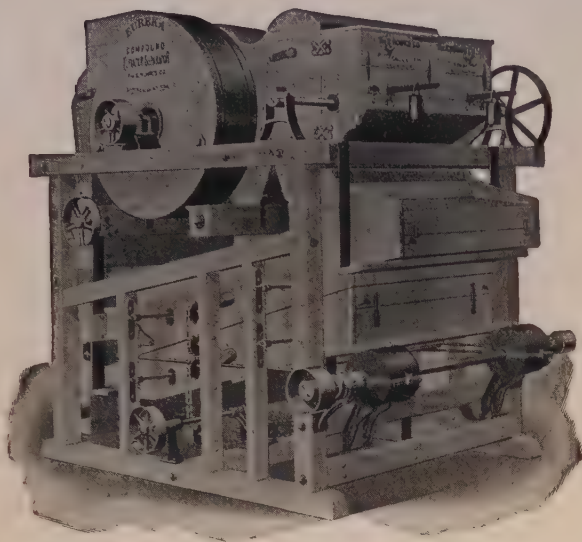
Write today for the Toncan Metal Evidence Book.



It's Universal use is it's Strongest Recommendation



DESIGN



The excellence of the "Eureka" Compound Elevator Separator is due to its correct design. To the smallest detail, it is built to meet the demands of simplicity and long service. Fussy complications have been entirely done away with. The entire absence of frail parts on the "Eureka" makes its use continuous from year to year, without repairs. So the "Eureka" not only does its work perfectly, but does it with but little attention from the man operating it.



IT
CLEANS GRAIN
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S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

THE HUMPHREY EMPLOYEE'S ELEVATOR



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the HUMPHREY efficiency in power man-lifts. Saves time and energy of workman.

Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

HUMPHREY ELEVATOR COMPANY

Dept. G.
Sole Manufacturers

Faribault,

Minnesota

TRAVEL

**With the Grain Dealers Journal
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Visit the numerous grain conventions thruout the country. The great Court chambers where the legal controversies of your business is being decided.

Learn of the different methods being used by the most enterprising grain dealers.

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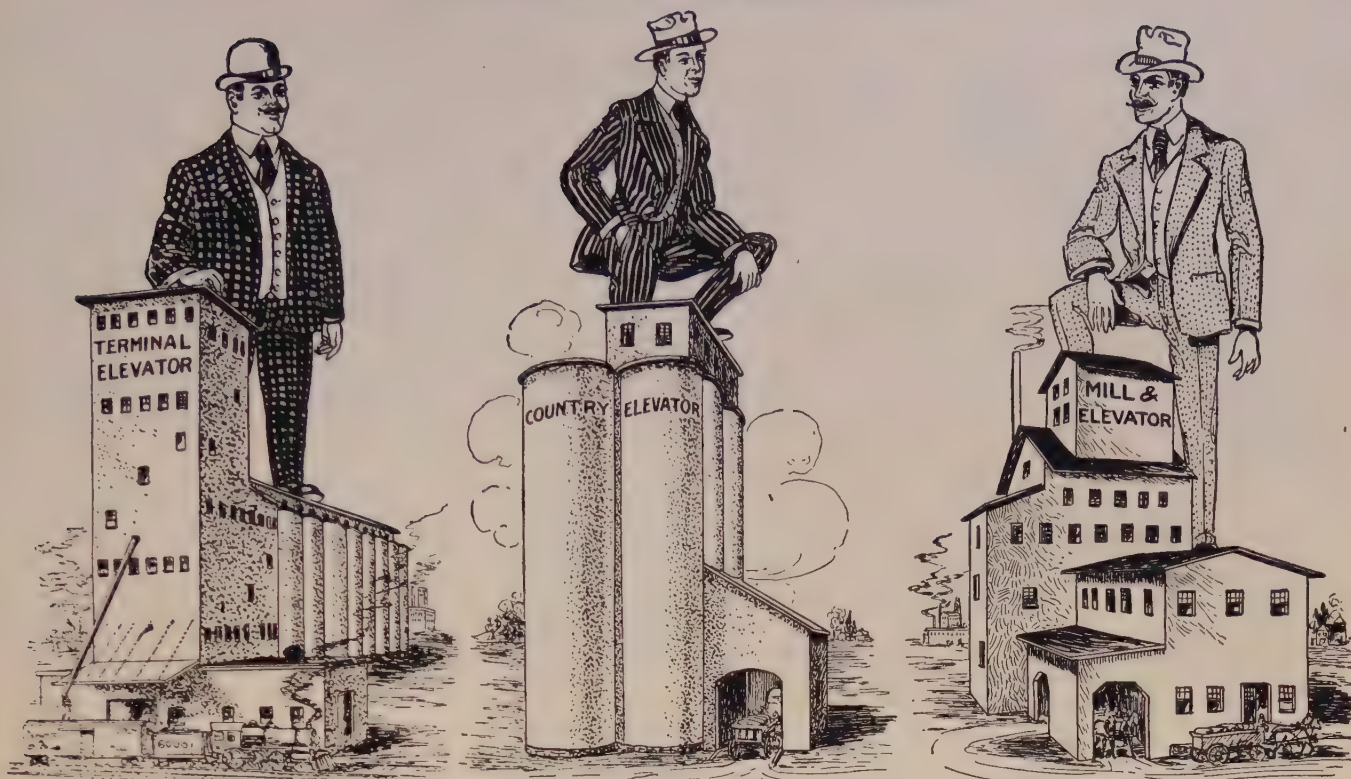
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305 South La Salle Street, Chicago, Ill.



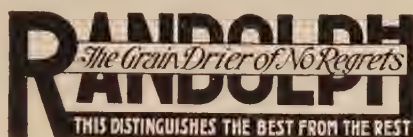
Every Man Is Different—So Is Every Elevator

Men and elevators are much alike. They vary in size, shape and speed. No one suit of clothes will fit all men, neither will one grain drier fit all elevators. It is just as essential to have your grain drier made to fit your line of business as to have a tailor make your suit to measure.

You would not buy from a tailor who only had one sample of cloth and one style for all customers, neither would you think of buying a Terminal Grain Drier for a Country Elevator or mill.

The Randolph Engineers go about their work very much as a tailor does. First they *Scientifically* take the measure of your elevator, find out the bushels of grain handled and kind, and know exactly what is needed under all conditions—the worst as well as the best. From these measurements then we are able to tell you which drier is best suited to your line of business.

The O. W. Randolph Company takes the position of the custom tailor and builds grain driers for each individual purpose,—for the *Terminal Elevator*, for the *Country Elevator* and for the *Mill and Elevator*, so as to exactly suit the needs of each individual business, and in this way gives you better results and more efficiency at a minimum cost of operation and better quality of products.



No other drier can give the same good service--no other drier can operate as cheaply.

Because the Randolph is the only drier that has its own independent heating system, a patented Randolph feature, that reduces the drying cost to the minimum without extra cost in building construction and boiler horse power. The only drier made to operate independently of the rest of the elevator without adding extra help to your pay roll.

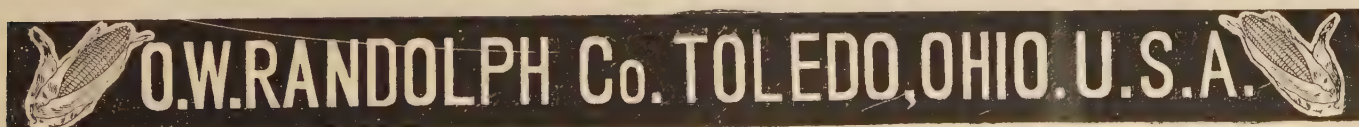
The Randolph Grain Drier is the only one that is equipped with automatic temperature control. This enables the operator to maintain a uniform heat in his drying chamber regardless of the weather conditions outside. This is a feature that should not be overlooked for it is one of the most efficient parts in the operation of a drier.

And yet the Randolph Drier costs you no more than the ordinary kind.

No matter what shape your elevator or mill may be, high or low, you will find a Randolph that will fit your needs without extra boiler horse power.

Do not consider placing your order until you have investigated these features. You will find them only in this make of drier.

Which will it be, tailored or ready made?



**Eliminates
Spotting
Charges**



Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. tuAppleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately

Advance Car Mover Co. Appleton Wisconsin

BOX CARS

10-60,000 capacity. Rebuilt for Grain handling Immediate shipment

ZELNICKER IN ST. LOUIS

GET BULLETIN 230

KENNEDY CAR LINERS

Prevent Leakages

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Saves Money

**Used by Thousands of
Progressive Shippers**

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**THE KENNEDY CAR
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Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie
Clover Packing
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192 N. Clark St.
CHICAGO, ILL.

Degraco Paint

**saves elevator
men money**

It's good business to keep an elevator painted.

As protection from rain, snow, sleet, heat, cold, smoke and gas fumes from locomotives—which result in corrosion and decay—nothing equals a coat or two of

Degraco Elevator Paint

You can buy it direct from the factory—secure highest quality—and save money. Write for color cards and prices.

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Paint and Color Makers
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UNIVERSAL GRAIN CODE

For use of

Grain and Milling Trades

We recommend it. The trades endorse it.

**Save telegraph tolls. Keep your
business to yourself. Prevent
Expensive Errors.**

Its 146 pages contain 13,745 expressions, printed on policy-bond paper, and bound in black flexible leather—size 7 x 4 $\frac{5}{8}$ inches.

Price \$3.00

GRAIN DEALERS JOURNAL

315 So. La Salle St.

Chicago, Ill.

Attrition Mill Results.

Installation of attrition mills has entirely changed the complexion of the business handled by many country grain dealers. Instead of being limited to buying and selling whole grains, the country grain dealer now is producing and handling grain products for animals and humans. The outcome is to spread the busy season over twelve months, instead of confining to the usual crop moving period.

After a thoro test of the value of ground feed, dairymen, stockmen and farmers have ceased to feed whole grains. They realize, also that fine grinding is preferable to coarse and that it pays to have feed ground in exactly the right way.

Conservation of grain by wise and economical use has more to recommend it now than ever before, because of the prevailing high prices and the imperative necessity to use every pound produced to the very best advantage. The logic of the situation not only is entirely in favor of the installation and operation of attrition mills, but goes further and points to the immediate necessity for such action.

Elevator operators now producing feeds are unanimous in their opinion of the value of attrition mills as business builders. Their reports show uniformly good results, tho the measure of the success achieved and the reward gained has not in all cases been the same except in the particular that results have all been satisfactory.

The Reeseville Elevator Co., Reeseville, Wis., writes: "We have a 20-inch electric driven, direct drive, attrition mill. The mill cost us \$1,200 when it was installed two years ago. There is practically no expense for packing, except for labor.

"In the winter season we charge 5c per sack, but that rate is too cheap. We should have at least 7c per sack, and that is the rate we charge in the summer. We get good, steady grinding in the winter and it costs us 2c per sack for power in the winter, but in the summer it costs us about 4c per sack as we do not get enough grinding in the summer to get a low rate on our power. Our rates may serve as a guide to others and are given: For the first 100 K. W. we pay at the rate of 10c; for the second, 8c, for the third, 6c, for the next 300 we pay 4c, and 3c for all over that amount.

"In the winter we earn an average rate of about 3½c per K. W. We could get 7c a sack in the winter, but we have competition at 5c a sack from a water power plant. We grind mostly oats and barley, with some cob corn.

"However, it is surprising how much trade the grinding brings us directly, and also the town in general. The grinding nets us about \$1,200 per year, but it certainly pays us on our other business increase."

Another report, somewhat lacking in detail, conveys the essential fact that the feed mill is a profit maker: "I have been operating one of the electric driven attrition mills for two years and it has been satisfactory in every way. I grind all kinds of grain on it and it does perfect work. Last year I ground 28,000 bus. of oats on this mill at a cost for juice of \$475. I charge at the rate of 17c per 100 lbs. of grain. The mill and equipment cost, installed, \$1,000. At the rate I charge I find it is a profitable side line for an elevator.—North Liberty Elevator Co., J. G. Wray, North Liberty, Iowa."

New Scale Tickets in North Dakota.

A new scale ticket has been adopted by the Board of Railroad Commissioners of North Dakota and all elevators and mills buying grain in the state will be required to use this form on the coming crop. The use of this form of ticket must start with the first load after the annual cut-off or weigh-up this spring or summer. There will be no objection to its use prior to the time when its use becomes obligatory.

An original and at least one carbon duplicate must be made for each load received; and as many carbon copies may be made as the dealer may desire. One copy of the ticket is to be given to the owner of the grain, or to the owner's agent, and one copy must be retained in the certificate book which is subject to inspection by the grain inspection dep't.

The ticket, as will be seen from the accompanying reproduction, is called a certificate of grade, weight and dockage; and the test weight per bushel, dockage in percentum and the grade will be required for all grain bought and delivered at an elevator or mill in the state in the future.

In the space on the ticket for License Number the person who inspects and weighs the grain is required to place the number appearing on his license as a deputy state inspector of grades, weights and measures. Without this license he is forbidden to place a grade upon grain.

CERTIFICATE OF GRADE, WEIGHT OR DOCKAGE OF GRAIN WEIGHED OVER THE SCALES OF

Fargo Elevator Co.
Fargo, North Dakota.

.....19..... No.....
This certificate is not a storage ticket and is not negotiable. It should be presented on day of issue for a lawful storage ticket or cash check.
Owner's Name
Driver's Name Driver Off-On
..... Test Weight
Kind of Grain per bushel
Per centum Dockage
Wagon and Grain, Lbs. Grade
Wagon Lbs.
Gross Grain Lbs. Gross Bu.
Dkge. Lbs. Dkge. Bu.
Net Grain Lbs. Net Bu.
Deputy State Inspector of Grades, Weights
and Measures.
License Number
Check No.
Stge. Tkt. No.
Assembling Sht.

Price Fixing.

THE PEOPLE in this country feel as tho there should be an increase in the price of wheat, as feed and labor are high and this will be an expensive crop to grow and handle.—M. D. Dyar, Antler, N. D.

WE MAINTAIN that the government is making a grave mistake in not either placing a price on other grains or raising the price of wheat. On account of the exceedingly high price of barley and oats many farmers will sow these two cereals in the place of wheat. To me it appears a calamity.—R. B. Lobdell, Belgrade, Mont.

EVERY FARMER in this section is satisfied with the 1917 price of wheat, but is dissatisfied with the failure of the administration to set a comparative price on all the materials used by the farmer in the production of the crop. Until something is done to reduce prices on machinery and feed there is going to be general indifference on the farmers' part to speeding up of production.—F. C. Robertson, Absarokee, Mont.

Instead of reducing consumption of wheat, a fixed price has actually increased such consumption, on account of the oversight in not limiting the price of coarse grains. It is also practically certain that the wheat acreage will be much reduced in the spring wheat areas, with rye and barley selling in the market at and above wheat prices. The cotton situation illustrates what might have been the effect, if wheat prices had been left, like cotton prices, to the open market. Cotton, normally selling around 12 cents, has ruled at about 30 cents a pound, but such natural swing of prices has brought about two greatly desired results: it has effected much economy in the use of cotton and it has increased the acreage of cotton. These two illustrations prove conclusively that natural economic laws is a better regulator than artificial and arbitrary price fixing. It seems to us that those who argue for a free play of the law of supply and demand are on solid ground, while those who cling to the price fixing idea in past records have only failure to show.—Commercial West.

MEN ARE AVAILABLE to produce increased yields in 1918 if our farms are well managed, says Professor N. T. Frame, of the University of West Virginia. On some farms but 20 crop acres are handled per man, while on others one man handles 71 crop acres.

KEEP POSTED

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Fifty-five Cents for one year.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

Use Universal Grain Code and Reduce Your Tolls.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

NEBRASKA—A bargain if taken soon—elevator in Eastern part of state. Poor health reason for selling. Address J. Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE—Elevator in southwestern Iowa, on the C. B. & Q. Railway, for cash or land. Address Atlantic, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and feed mill. Flour and feed business. No competition. Good business. Best plant in southwestern Wisconsin. Address J. H. Johnsen, Montfort, Wisc.

FOR SALE—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

FOUR ILLINOIS elevators for sale. All well located doing a good business, and will sell one or more to any grain man wanting a good location close to Decatur, Ill. C. A. Burks, Decatur, Ill.

FOR SALE—Good elevator in Eastern Kansas. Can give immediate possession. This is a Bargain. Get busy if you are in the market. The only elevator at the station. Lock Box 7, Rossville, Kans.

ILLINOIS ELEVATORS

I have four good Central Illinois Elevators located near Decatur, Ill. All correspondence and negotiations confidential. C. A. Burks, Elevator Broker, Decatur, Ill.

KANSAS elevator for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

FOR SALE—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

BARGAIN for quick sale—25,000 bushel elevator with 48x80 warehouse, both reinforced concrete. It is equipped with gasoline engine, full cornmeal and receiving separator. Two unloading legs, ample trackage with track scales. Address B. J. Carrico, North Worth, Texas.

NORTHERN ILLINOIS elevator for sale. 100,000 bus. capacity in town of 800. Strong Farmer Elevator competition. Fine coal business in connection. Station handles 500,000 to 600,000 bus. annually. Can give good terms or will exchange for farm. James M. Maguire, 6454 Minerva Ave., Chicago, Ill.

ILLINOIS Elevator, 65,000 bu. capacity, dealing in grain, coal, lumber, building materials and implements. Elevator building cribbed, concrete tanks, oat storage. Modern equipment. Gas-kerosene power. Yearly shipments, 250,000 bu. Address Center, Box 3, Grain Dealers Journal, Chicago.

OHIO elevator for sale, near Lima. Handle grain, hay, coal, flour, feed, tile posts and seed. Capacity small grain, 5,500 bu. ear corn, 4,500 bu. coal sheds. Ship annually 100 cars hay and straw, and 75,000 bu. grain. Price \$5,500. Will also sell residence. Address A, Box 6, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE

OHIO OR INDIANA elevator wanted. Give full particulars in first letter. Address, Cot, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—25,000 bu. up-to-date grain elevator, on water and railroad. Also two fine business lots, center of city. Address E. Hauterbrook, Green Bay, Wis.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

FOR SALE—The best and longest established grain and seed business in this part of the state, having been conducted by me for 36 years, but on account of age, want to retire, and will sell at a decided bargain. The property consists of a number of elevators and warehouses at different stations, and all doing a good business. Have been making money. Willing to show my books as to what has been done. Might take some first class land in good location as part payment, but not at any inflated values. If trade at all, must trade soon. Address Wm. C. Smith, Carmi, Ills.

MILL & ELEVATOR FOR SALE.

FOR SALE—50 Bbl. flour mill and elevator in one of the best small towns in northern Michigan. Located in good grain and stock farming section, drawing trade from 15 to 20 miles in each direction. Electric power and light. Full roller process, Buckwheat and Rye roll, and Feed Mill. Good retail flour and feed business with no opposition. This is a money maker for someone. Particulars on request. Owner is getting old, and health is poor. Only son is in Army draft. Custer Milling Co., A. C. McGugan & Son, Props., Custer, Mich.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

JAMES M. MAGUIRE
6454 Minerva Ave., Chicago, Ill.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

REJECTED WHEAT WANTED

WANTED — Rejected Wheat or Flour. Send Samples and Prices.
Box 108, Rochester, N. Y.

SCREENINGS WANTED

WANT TO BUY Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

BIDS WANTED.

BIDS WANTED—For the construction of a 30,000 bu. elevator of wood.

The following specific points must be covered in the bids submitted:

Concrete foundation with 500 bu. divided pit, of concrete.

Two legs, with 10-horse power Wagner motor at the heads.

Specify belts to carry 5x11 in. buckets. 12 bins; six on ground floor; upper bins to be hopper bottomed.

6-ton wagon scale, with dump. Specify make.

Lap-siding, specify kind and grade.

Office of shiplap, lap-siding and plastered.

All outside given two coats paint.

Manlift to be provided specify make.

Automatic scales, specify make, Richardson preferred.

Figure, extra, one 250 bu. per hour cleaner, with motor to run same. Specify make.

Also, figure building without cribbing, or state allowance to be made if furnished by the owner.

Submit bids and sketches quickly.

Rosebud Lumber Co., R. H. Kositzky, Manager, Winner, S. D.

BUSINESS OPPORTUNITIES.

FOR SALE—Small grain, lumber and coal business. Address J. C. Erwin, Inwood, Ind.

IF YOU WANT to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

WANTED AT ONCE—Practical miller with at least \$2,000 to use in buying grain. Will furnish mill and elevator and go 50-50. Must be competent to run plant alone. Splendid opening for right party. Act quick if you mean business. Address Power, Box 6, Grain Dealers Journal, Chicago.

HAY WANTED.

WANTED — Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis Gr. Co., Dallas, Texas.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

A better elevator manager than you have ever had will read the "Help Wanted" ads in this issue! Go after him in the next.

ENGINES FOR SALE.

FOR SALE—We have a used 6-h.p. Calahan gas engine, nearly new and in perfect working condition. It gave place to a larger engine. Write us about it. Meyers & Stoukel, Tolstoy, N. D.

FOR SALE—20 H.P. 2 cyl. Cushman engine, with feed pump and underground gasoline tank. Used 18 months. Price \$350. Address J. A. Gilles, Philo, Ill.

FOR SALE one Fairbanks Morse gasoline engine, 4 h. p. As good as new. Reason for selling we are going to put motors equipment. Independent Elevator Co., Arlington, Minn.

FOR SALE—One 15-horse power Bessemer Gas Engine, in good running order. Ideal for a small country elevator. Quick sale desired. Address E. M. Lantz or Jas. A. Paterson, Gassaway, W. Va.

OIL ENGINES entirely rebuilt—75 h. p. Foos single cylinder, special electric type; 40 h. p. White & Middleton heavy duty type; 12 h. p. Lambert gasoline engine. All can be seen in Chicago. Good delivery, bargain prices. H. W. Jones, Room 955, 53 W. Jackson Blvd., Chicago.

MACHINES WANTED.

WANTED—Iron or steel tanks holding from 1,000 to 10,000 bushels of grain. Grimes Stritmatter Grain Co., Portsmouth, Ohio.

WANTED—A good second hand 12-horse power gas engine for elevator use. Name price, make and condition. Duvall Grain Co., Bennett, Iowa.

WANTED—One high pressure steam boiler, 150 horse power. Must be in first class condition. Address C & C, Box 5, Grain Dealers Journal, Chicago.

WANTED—One set of rolls (3 pair) for Wolf 3 pair high right hand feed mill, 9x14. Prefer rolls already corrugated sharp to sharp, eight (8) corrugations top pair, sixteen (16) corrugations middle pair, twenty-two (22) corrugations lower pair. Must be in good condition. Address Westbrook Grain & Milling Co., Pine Bluff, Ark.

DYNAMOS—MOTORS.

MOTORS OF ALL KINDS and sizes, for sale. Write Osborn, 1505 Commerce Bldg., Kansas City, Mo.

SCALES FOR SALE.

FOR SALE—150 bu. Fairbanks hopper scale. Good as new. For particulars write G. E. Roe, Mgr. Farmers Union Co-op. Ass'n, Carroll, Nebr.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - Chicago, Ill.

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

MALE HELP WANTED.

RATE MAN to handle railroad claims and correspondence. H. B. Dorsey, Ft. Worth, Texas.

WANTED a man to operate a country elevator. No office work. Sumner White, Orient, Iowa.

MANAGER wanted for Central Ill. elevator; lumber and coal. Give experience, age, reference, salary desired at start. Address Coal, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED — An experienced, capable manager for our Transfer Elevator at Edwardsburg, Michigan. Carpenter Grain Company, Battle Creek, Michigan.

WANTED—Man to handle grain and lumber. Prefer one who can talk German. State experience fully in first letter. Address Elco, Box 5, Grain Dealers Journal, Chicago.

WANTED middle aged man who thoroughly understands handling large elevator. State experience and salary expected. Address Malt, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—Man to handle small transfer elevator in terminal market. Must understand grading corn, oats and drying corn. Address Corn, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—First class solicitor by Chicago house for Central Illinois. Must have some acquaintance and first class references. Address Box B/L 9, Grain Dealers Journal, Chicago.

WANTED—Manager for country elevator, Kansas or Missouri. Must be experienced wheat and corn buyer. State age, experience, nationality and full particulars, in first letter. Address S, Box 6, Grain Dealers Journal, Chicago.

WANTED—Thoroughly competent and experienced Superintendent grain elevator construction, by engineering-contracting company. Give full record, references and salary expected. Address Ont. Box 6, Grain Dealers Journal, Chicago.

WANTED—Young man conversant with the handling of mill feeds and flour to sit in our office in one of the primary grain markets and do business. Will make attractive proposition to right man. Give full particulars. Address, Casey, Box 3, Grain Dealers Journal, Chicago, Ill.

ABOUT JUNE 1ST we will want a few first class elevator men, experienced in wheat, corn and oats, and able to get their share of the business. Advise where and when you have worked, and what salary expected. Address Ex, Box 6, Grain Dealers Journal, Chicago.

WANTED—Are desirous of securing services of young man thoroughly conversant with wholesale grass seed trade. Must be good judge clovers.

State age, experience, salary expected. All replies treated strictly confidential. Courteen Seed Company, Milwaukee, Wis.

WANTED FOREMAN to take charge of wood-working department and machine shop of manufacturing plant. Must have good record, a man who can plan the work and see that it is carried out. Also must do some of the designing and check all work. Experience on Grain Handling machinery preferred, or similar work. Address Dick, Box 6, Grain Dealers Journal, Chicago.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

SITUATIONS WANTED.

WANTED—Position as grain buyer, in S. Dak. or Minn. 4 years' experience. Married. Age 34. Address P. F. Murray, Sioux Falls, S. Dak.

WANTED—Position as manager of grain elevator. Reference and bond furnished. Not in the draft. Address Free, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as general manager of Elvtr. by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANTED position as manager of elevator by man experienced in grain coal and feed. For particulars write George, Box 7, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER wants position in Montana or western part of North Dakota. 10 years experience, married, age 36. State salary first letter. Address Box 88, Oriska, N. D.

POSITION wanted as manager of country elevator, 13 years experience with one firm, handling grains, feeds and seeds. Best of references from the man I am working for. 45 years old, steady. Prefer Ill., Nebr. or Kans. A. C. Mitchell, Shipman, Ill.

WANTED—Position in the grain business, by man of ability and experience, at present manager of a line of elevators, but desiring change. Good reason for change, and best of references. Address Able, Box 3, Grain Dealers Journal, Chicago.

POSITION as grain solicitor for some good Omaha firm. Have had 8 years' experience in Grain Business with present employers, but wish a change from country elevator. Address A. M. T., Box 6, Grain Dealers Journal, Chicago.

WANTED—Position as manager with farmers elevator, or some good private concern. Thoroughly experienced in grain and feed business. Prefer Western Nebr., Eastern Colo., or Wyo. Would invest in right proposition. Address Long, Box 1, Grain Dealers Journal, Chicago.

WANTED—A position with good grain firm to solicit consignments thru Minnesota, Iowa and South Dakota. Have had several years experience in the grain business as manager of farmers elevator company, but wish a change. For further particulars, address T. J. E., Box 4, Grain Dealers Journal, Chicago.

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FOR SALE Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

FOR SALE—One 30x60 Allis-Chalmers heavy duty Engine. One 23x48 Nordberg Engine. Two High Speed Westinghouse Engines. Merchants Steel & Supply Co., 208 S. La Salle St., Chicago, Ill.

FOR SALE—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

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FOR SALE—18-inch American Special Grinding Mill. Perfect condition. New set of plates. Replaced by larger mill. Bargain to quick buyer. Tomkinson, Kenyon & Tomkinson Co., Geneseo, N. Y.

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SEEDS FOR SALE.

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Our germination test about 85% or better.

We quote today's values \$5.50 per bushel, f. o. b.
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In utilizing this advertisement to talk Liberty Bonds rather than our own business, we do so in the firm belief that there will be little of either pleasure or profit in our business or any American business unless Liberty wins this war.

Grain Dealers Journal

305 So. La Salle Street

Chicago, Ill.



GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, APRIL 10, 1918

THE BUSINESS which does not have at least one accurate inventory each year is not a business; it's only a guess.

THE REPAIRS or improvements which will be needed next fall should be ordered now while the ordering is good and transportation is obtainable.

ONE WAY to help in winning the war is to spend some time making the elevator a more efficient handler of food products. The elimination of a leak that in a year would waste a few bushels of grain is fully equivalent to acting as one of a party that makes a successful raid on an enemy listening post.

IN SPITE of all the harsh things that have been said about it, the dockage principle is recognized by every thoughtful producer and handler of grain to be a power for good and it is a principle which will continue to be used in the handling of wheat (and perhaps other grains as well) as long as foreign material is found in grain. The principle is fair to all, and it is only in its misapplication that cause for dissatisfaction can lie. There is no valid excuse for misapplication of the principle.

WHILE we have no sympathy with the grower who hoards wheat commandeering his stock by the Food Administrator is not likely to encourage him to plant an increased acreage to wheat so long as other grains command higher prices or other farm products net him a greater return.

NOW that the pressing needs of the Allies have been satisfied, the Food Administration is making no effort to encourage the accumulation of stocks of corn in terminal markets in preparation to meet promptly the next hurry up call for more corn. With the terminal elevators well stocked with carefully selected kiln dried corn better supplies could be shipped without delay and without so much waste effort.

ANY legislation which can not get thru Congress on its own merits is surely not worthy of passage. Needed appropriation bills will continue to be loaded down with useless and ridiculous riders until the Constitution is amended to limit each law to one subject and its purpose is clearly stated in its title. Laws enacted by trickery surely cannot command the full respect or support of citizens.

IT IS DUE the shipper of grain that he receive his account sales in time to make claim on the carrier for any shortage in weight or damage that his property may have suffered while in transit, and the receiver of grain who fails to send the papers within the time limit should not complain when he is asked to make good the shippers' loss. Grain dealers who have been confronted by this problem will be interested in the report of the decision by an arbitration committee which is given elsewhere in this number of the Journal.

NORTHWESTERN politicians are responsible, in a great measure, for the agitation which led to the action of the Dep't of Agriculture in announcing its proposal to change the grades for wheat. The Northwest then was given an equal opportunity with other sections to present its claims in the formal hearings, but, not content with this, the politicians followed Mr. Brand to Washington to carry the matter direct to Sec'y Houston. It thus becomes apparent that there was reason for the fear upon the part of many dealers when the Grain Standards Act was pending in Congress that, in spite of all safeguards, politics might still find a way to creep in and tinker with the machinery of grain grading. Meddling with the grades may win a few farmer votes in forthcoming elections, but the people of the nation will be called upon to pay the bill; a bill which will read in terms of lower quality of grain and increased costs for handling. Keep the dirt on the farm.

INDUCE farmer patrons to market all the wheat they can spare at the earliest possible moment, so as to prevent any further reduction in the bread rations of the soldiers who are fighting to save humanity from the autocratic rule of Prussianism.

MILL FEED prices look attractive, but the mill feed situation leaves much to be desired. However attractive low prices may appear in print, they lose their glamour when the consumer finds he cannot secure what he wants. Are low prices and no supply preferable to high prices and the putting on the market of every bushel that can be spared by the farmer?

A MOVEMENT has been started to close country elevators during a portion of period of heavy farm work in order that the manager may assist some of the farmers in seeding and other labor. Unless the case be exceptional it would seem that this is a mistake, because the work of handling the grain produced in a community is a task of sufficient importance to require all of the time of the dealer, and there will be a slackening of efficiency in the time he is occupied away from his business that will more than outweigh any increased production that may come thru his efforts in the fields. The grain dealer who performs his work as it should be performed has little or no time for laboring on a farm, even tho he might be benefited physically and mentally by the exercise.

IF OWNERS of terminal wooden elevators are complaining of a dearth of fire insurance, as is reported, then the real cause of that dearth should be called to their attention. The old wooden houses are so far behind the times, owners or operators refuse or neglect to remodel and repair them in order to place them even in passing condition. Their threat to appeal to the Federal Government for needed insurance is short-sighted. What they need is an equipment of automatic sprinklers or else a new elevator of fireproof construction. The more insurance anyone gets on old wooden terminal elevators, the less fear will those interested have of fire, and the less care will they be likely to take to prevent fire. The government and the country at large is not interested in saving the old antiquated food storehouses, but is interested in saving all foodstuffs from fire. Insurance may partially reimburse those who suffer loss by fire, but it will not replace foodstuffs. The interests of all should now be centered in preventing the destruction of food. The reimbursement of the elevator owners thru the agency of insurance is a secondary matter. Stop using the old out-of-date fire traps and all the insurance needed may be obtained at a low figure.

PROMPT starting of suits within the time limit prescribed by law is essential to success in collecting railroad claims. Failure to start his suit within a year under the reciprocal demurrage law cost one Kansas shipper over \$2,000, as reported elsewhere in this number of the Journal.

REDUCING the weekly per capita consumption of wheat to the 1½ lbs. ordered by the Food Administration would not be necessary if enough vessels could be obtained to transport Australia's enormous stocks of wheat now being devoured by weevil. The scarcity of both wheat and sugar in Europe and North America is due largely to a lack of vessels as hoarders will learn to their sorrow the minute peace is declared and vessels are released for commerce.

AN ARM caught between a bucket and the boot was the penalty paid for his carelessness by an employe in an Illinois elevator recently. Attempts to clean out a choked boot by extending the hand into an opening for the purpose of dragging out the grain frequently result in an injury to the extended hand or arm. Every elevator operator knows that this is to be expected, because when once the obstructing grain has been removed it is inevitable that the belt will run backward owing to the weight of the grain contained in the buckets, and the movement usually comes suddenly and without warning, as all who have had the experience know. A device on the headshaft to prevent the belt from running backward is one remedy; and a small shovel or drag to use in getting the grain thru the opening in the boot is another. One who desires complete safety will have both.

UNFORTUNATE indeed are the grain shippers of the Pacific Coast who are now letting contracts for bulk handling elevators to barn and bungalow builders, who may have seen from the train a bulk handling grain elevator, but have little understanding regarding its internal arrangement or construction. Doubtless many of these cheap traps will fall when first loaded with grain, and these early experiments, monuments to hasty action, will, in the course of a few years, be replaced with modern rapid handling grain elevators, which really do save time, labor and power. The high cost of bags is rapidly driving the grain handlers of the coast to providing bulk handling facilities for safe storage and rapid handling. So many firms, long experienced in building grain elevators, are now specializing in this work, there is no necessity of entrusting the designing and building of elevators to those ignorant of the needs of the business and inexperienced in building plants well adapted to meet all the needs of the rapid handling of bulk grain.

WHY is the Food Administration making such a desperate effort to discourage the marketing of wheat in bulk on the Pacific Coast? The economy of time, labor and sacks will reduce the cost of marketing as well as expedite loading and unloading of cars and thereby increase the freight moving capacity of the railroads.

CROP REPORTS quite generally are filled with optimism, and if the harvests of the summer and fall will but make good the promises of the present, handling the grain thus produced will be a task of immense proportions in the face of a scarcity of labor and our overburdened transportation facilities. Let us not wait until the last moment to prepare for this task, but let each quietly prepare in advance. If the production does not prove to be as large as we hope for we shall have lost nothing. The record crop of history cannot be utilized to the fullest extent unless we are ready to take care of it.

GRAIN DEALERS should not be led to prepare to make radical changes in their business because of the opinion expressed by those who profess to foresee a grain business conducted upon wholly different lines as the result of measures adopted during the war. In time the world will have learned that those methods that are founded upon the basis of fundamental and unchangeable laws are the only methods that will serve satisfactorily when conditions are normal, and a return to the established ways of conducting the grain business may confidently be predicted as one of the things to accompany peace.

The Proposed Changes in Wheat Grades.

No announcement of any changes in the Federal Grades for wheat have been made by the Agricultural Department, and as the law requires 90 days' notice, then the 1918 crop must start to move before any changes which may now be announced go into effect. This will be to the disadvantage of everyone identified with the handling of wheat.

Inspection authorities from time immemorial have tried to avoid making effective any changes in the middle of a crop handling year. Such changes not only cause confusion and loss to traders, but they increase the difficulties of the inspectors and dealers who wish to familiarize themselves with the standard rules and grades. Changes should be made at the beginning of a crop, or else suspended until a new crop moves.

There is room for study and improvement in everything; and that applies with double force to the cooping of cars, which, largely, is an individual matter, for no matter how well the problem may be solved by careful students, and no matter how much publicity may be given to the results of their work, the shipper of grain must learn of their solution, and he must apply it himself. Do not overlook the excellent suggestions appearing in "Letters," this number. They come from a ripe experience.

Business Methods of Country Grain Dealers.

Every grain merchant admits that his competitors would realize real profits from their business if they would but install modern equipment and adopt efficient methods. Elsewhere in this number we present one of the most interesting compilations of statistics bearing on the business conditions prevailing at country elevators that has ever been presented to the grain trade. Conducted for the purpose of determining the equipment and methods used by the grain dealers of twelve states, it at once reflects conditions that leave room for great improvement. All of the factors covered by this comprehensive compilation must be given careful consideration by every country grain elevator operator who is ambitious to attain financial success. The man who is a financial failure can never be considered a good insurance risk, and it will ever be to his personal interest and advantage to improve his equipment and change his methods, to the end that he may not be suspected of selling his property to the insurance company, in order to recuperate his business losses.

While the statistics covering the grain dealers of twelve states present many serious shortcomings, they also prove that the live, wide-awake members of the trade are quick to take advantage of every new device which will enable them to do business more accurately and more safely. So many new men, without previous experience in the business, have engaged in the grain trade during recent years, it is not to be expected that all should recognize the real pitfalls of the business and so record every transaction as to enable them to determine with greater accuracy the safe path leading to success.

The statistics covering some expensive practices, which a few years ago were quite common with all dealers, such as giving free storage, advancing money, giving the rise of the market and overbidding, show an improvement that had long and ardently been wished for, but hardly expected, until the influence of the progressive men of the business had become a more potent influence in shaping the business policies of all.

In every line of business are found many men who are averse to every change. Every improvement sounds like disaster to them, and they advance only because their live competitors force them to adopt more progressive equipment and methods. The carefully compiled statistics which are given can be studied again and again by all members of the trade to their own advantage and profit, and we hope that those really interested in improved conditions and methods will use our columns to discuss the many helpful suggestions there presented for their benefit.

Are you equipped to handle grain efficiently and economically?

The Grain Trade Must Report.

Many letters received from grain dealers recently tell of much time devoted to compiling reports for various government officials, to the utter neglect of their ordinary business duties. In addition to the weekly reports to the Food Administrator, the Fuel Administrator, the reports on cars wanted and received, the confounding and bewildering reports required by the Internal Revenue Collector, the extensive compilations of historical data asked by the Federal Trade Commission, the grain dealer is also asked to dig up information for the Bureau of Markets.

Originally the Federal Trade Commission was designed to help the average business man to greater efficiency and more certain success, but the directors of its work seem to have no such understanding of its purpose. Their questionnaires, demanding information regarding things long since forgotten, are forcing grain dealers to search old records for useless information, in utter disregard of the great expense to which they are put to get it. The politicians seem to overlook the fact that the many reports they are demanding from the grain dealers add greatly to the expense of doing business. No one is helped by these senseless, worthless investigations other than the persons holding down the sinecures. No doubt the scheming demagogues who are responsible for this great waste of time and labor, expected to find some real scandal which they could flaunt to the public gaze, but nothing has developed, and Attorney Heney, who talked so loud and suggestively regarding the rotten things just hidden beyond, has deserted his investigations and gone back to California politics.

To the promoters of these aimless investigations it may seem very unpatriotic for grain dealers to refuse longer to be a victim to their schemes, but the time is near at hand when business men must stop devoting all their time to making out long reports and give their earnest attention to promoting their business, otherwise the sheriff will be calling, not for a report, but for possession.

It is not surprising that the grain dealers of the Northwest should institute an organized move against being required to devote so much time to preparing reports for the various departments of the government. The wonder is that all grain dealers have not long since flooded their Congressmen with vigorous protests against being required to waste so much valuable time in the compilation of reports which no one will ever digest or compile with sufficient accuracy to make them of any value.

When the average college professor gets into politics he seems unable to overcome his school habit of making the pupils do all the work, so every week he issues a new questionnaire to business men. This expression of his authority establishes (in his own estimation) his right to draw a salary even though no one is benefited by the elementary information

collected. Business men in all lines will be delighted when the impractical "patriots" go back to their school work and leave the merchant and manufacturer some time to *promote* business.

Elevator Fires Not Numerous.

Some malicious influence has been taking advantage of the Associated Press to circulate false information to the effect that fires in grain elevators had increased over 400% since the U. S. entered the war. Our own figures for 1917 show that but 290 elevators in the U. S. and Canada were burned during the entire year and but 137 were damaged by fire. Our reports for 1916 showed that 259 elevators were burned and 150 damaged by fire.

The Grain Dealers Fire Ins. Co., which specializes in grain elevators and their contents, operating in the U. S. only, paid losses during 1917 amounting to but 47c per \$100 at risk, against 68c per \$100 at risk during 1916 and 32c during 1915, 51c during 1914 and 71c during 1913. Inasmuch as this company carefully selects its risks and rejects all the fire traps, the record of its experience during the last five years seems to prove conclusively that the grain trade is not suffering from a destructive wave of incendiarism.

The purpose of the circulators of these false statements is to work the general public into a condition of hysteria which will prompt them to welcome with open arms the entry of the government into the fire insurance field. The subterranean agitators have overlooked the fact that insurance on the nation's foodstuffs, even though it be written by the most responsible organization in existence, will not prevent fire, but a careful inspection of food storehouses and the correction of their most hazardous features can be depended upon to effect an immediate reduction in the number of fires in the plants so improved.

Old, out of date shingle covered elevators cannot be considered a safe or desirable place in which to store \$2 wheat, even in times of peace. It is right and proper that every elevator operator should adopt all known means for correcting the hazardous features of his plant, but there is no necessity for anyone getting into hysteria on account of groundless charges of incendiarism, persistently pushed to the attention of the public by the misinformed daily press.

All railroad motive power has been worked to the limit and given the minimum of repair, so that with the poor coal thrown into the furnace box, it is but natural that the locomotive, struggling with an overload, should cover the surrounding landscape with a shower of sparks. Iron clad elevators with screened windows have nothing to fear from this source, in fact most of the known elevator hazards can be corrected if the elevator men will but conscientiously heed the suggestions of the mutual fire insurance companies specializing in this class of risks.

The Corn Trade's Relief.

Ever since the directors of the Board of Trade limited the price of corn futures to \$1.28 no buyer in the pit could rely upon delivery. The one thing he could rely upon was that the outcome would be to his disadvantage, in that if the price were low at the expiration of the contract he would be tendered delivery of a commodity that represented a certain loss, while if the price were high on cash corn he would get no delivery, and he would be forced into the cash market for his requirements at an equally certain loss.

That corn handlers could endure this intolerable condition so many months without greater complaint speaks volumes for their self-restraint. This forbearance was due somewhat to an unfounded feeling that it would seem unpatriotic to point out the faults of the policy of the food administration. However, their patience has borne fruit, for the education of the food controller has progressed to the point where he can understand that no maximum price should be placed on the futures. Fortunately for the trade the great mass of the people, or those who have taken any interest in the subject, also have discovered that the Board of Trade does not make the price of corn, for during the months that the directors of the Board by fiat declared that corn must not sell above \$1.28 the real corn contemptuously ignored their dictum and persistently sold between farmer and shipper, feeder and miller, at \$1.50 to \$2.20.

The restoration of actual deliveries upon pit contracts will bring great relief to all branches of the corn trade, as the price there made will be a safe criterion of value. It will be possible to fill the terminal elevators. Bankers will be safe in making advances on warehouse certificates to nearly their full market value, as formerly. No longer will the Food Administration be forced to search the highways and byways of the backwoods for enough corn to fill a rush order from the allies. By consulting the market report in his daily paper the farmer can learn to his own satisfaction whether the local buyer is offering a fair price for his corn.

Too much must not be expected from the new system of trading. It is at best but half a loaf, as the Food Administration hints that it may be necessary to check trading because of an advancing market to abnormal price levels. Such a contingency is likely to arise when the price suddenly adjusts itself to new conditions of the crop, money market or war. Traders, then, limited to 200,000 bus., will be unable to enter the market and restrain the wild fluctuations by additional purchases or sales.

Altho the 200,000-bushel limit deprives the trade of the fullest development of the hedging market it has the compensating advantage that it will be impossible for the anti-speculation fanatics to convince the food controller that the heavy purchases or sales of speculators are responsible for the ruling prices.

Coming Conventions.

April 18, 19.—Western Grain Dealers Ass'n at Fort Dodge, Ia.
May 21, 22.—Illinois Grain Dealers Ass'n at Chicago.
May 28, 29.—Kansas Grain Dealers Ass'n at Topeka, Kan.
June 18, 20.—American Seed Trade Ass'n at Chicago.
July 9-11.—National Hay Ass'n at Cleveland, O.
Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Decisions Against Carrier for Loss of Grain?

Grain Dealers Journal: I would thank the Journal very much of it could give me the references to court report records of cases that have been decided for the plaintiff against the carrier for loss of grain in transit.—S. & Co.

Ans.: Judgments have been given against carriers for loss of grain in transit in the following cases, which have been reported in the Grain Dealers Journal from time to time:

Watson v. M., K. & T. Ry. Court of Civil Appeals of Texas. 157 S. W. 438.
Northwestern Elevator Co. v. Great Northern Ry. Supreme Court of Minnesota. 141 N. W. 298.
St. Anthony & Dakota Elevator Co. v. Great Northern Ry. Supreme Court of Minnesota. 149 N. W. 471.
State Elevator Co. v. Great Northern Ry. Supreme Court of Minnesota. 153 N. W. 399.
National Elevator Co. v. Great Northern Ry. Supreme Court of Minnesota. 163 N. W. 164. Same parties, 164 N. W. 79.
Morris v. Minneapolis, St. Paul & Sault Ste. Marie Ry. Supreme Court of North Dakota. 141 N. W. 204.

Instructions for Grading Grain.

Grain Dealers Journal: I would like to have full detailed instructions for testing and grading samples of grain.—W. F. McLaughlin, Schaller, Ia.

Ans.: In grading corn and wheat the procedure is that prescribed by the federal government. On other grains the rules of the state inspection departments and grain exchanges are followed.

The apparatus needed for corn grading is: Moisture tester, trier, test weight kettle, sieves and weighing balance. In addition for wheat are needed a set of wheat sieves and an oat separator.

The amount of damaged corn is determined by hand picking. The foreign matter in cracked corn is determined by the use of the sieve with round perforations 14-64 inch in diameter. One hundred grams of the cleaned grain is placed in a flask in which 150 cubic centimeters of oil has been poured. The machine is closed and the flask heated to 190 degrees for corn and 180 degrees for wheat. After the moisture has ceased dripping the percentage is read on the graduate.

In grading wheat the dockage is first determined as described in "Service and Regulatory Announcements No. 26," issued by the Bureau of Markets, U. S. Dept. of Agriculture. Care should be taken to recover as much as possible of cracked and shriveled wheat in determining dockage. After that take the test weight on a clean sample. All determinations in wheat are made after taking out the dockage. After determining the dockage, moisture and weight the other determinations are made by hand-picking. For analysis 25 to 50

grams of wheat should be taken to determine damaged wheat, other grains and other classes of wheat.

Wheat is divided by the federal rules into 6 classes, and several subclasses, which baffle description, and can only be learned by experience and close observation.

To Kill Weevil?

Grain Dealers Journal: Some years ago I procured from the Journal a formula for killing weevil in wheat that was binned. I would like to have this formula again.—A. L. Rust, grain supervisor, Bureau of Markets, U. S. Dept. of Agriculture, Portland, Ore.

Ans.: First clean the bin thoroly, sweeping the sides, and remove all refuse. Make the bin as air tight as possible. Then pour bisulfid of carbon on top of the wheat in the bin and as it evaporates the heavy vapor will sink thru the grain and kill the insects. The gas is poisonous and the operator should avoid breathing it. All fire and naked lights must be kept away as the gas is explosive when mixed with air, so that after using the elevator should be aired thoroly before entering. About 1½ lbs. per 1,000 cu. ft. should be sufficient.

The bisulfid is much more effective in warm weather than in winter. The use of a greater quantity in cold weather does not help much. The liquid or the vapor does not injure the grain in any way for germination or human food.

If for any reason it is not desired to use the bisulfid of carbon a most effective remedy is hydrocyanic acid gas, the use of which is fully described in Mar. 25 Journal, page 466.

Authorized to Fix Grain Bag Prices?

Grain Dealers Journal: The statement has been made that the Food Administration Grain Corporation purposes to make what is referred to as an allowance for sacks when wheat is sold in bags. This allowance is to be 7c to 9c per bu., we understand, and the exact figure is to be based upon the price of bags at harvest time. Last year the allowance was 4½c per bu. At 9c per bu., the wheat contained in a bag will bring about 20c more than the same quantity in bulk, while the bag itself, on the present market, will cost about 25c.

Altho this 7c to 9c per bu. is referred to as an allowance, it is, in effect, a fixed price of about 20c placed upon the bag itself. Does the Food Administration Grain Corporation have authority to fix the price of bags?—Warehouseman.

Ans.: Neither the Food Administration Grain Corporation nor any other agency of the government has legal authority to fix prices on grain bags, altho it is quite true that it attempts to do this thing when it states that a quantity of wheat in a bag shall be worth a definite number of cents more than the same quantity of wheat in bulk solely because of the presence of the bag. And if the Corporation is successful in continuing in possession of its present monopoly of the wheat business it probably will be successful in maintaining the allowance, and likewise the price of bags, at the figure it sets.

It is recognized by all that a bushel of wheat in a bag is worth more than the same wheat in bulk, because the buyer gets both wheat and bag; but it is not fair to the owner of the bag to say that he shall be allowed only a certain price for it, when in fact it may be worth much more than that price in the open market. Still, it is just as fair to do this as it was last fall to require dealers to accept \$2.20 for wheat which had cost them, in the regular course of their business, a much higher price.

Dried Corn by Blowing Air Up Bins.

Grain Dealers Journal: Large, rapid running blower fans well installed proved a help in drying the soft, shelled corn the past winter. I used them by blowing the outside air up thru the bins of shelled corn for several weeks, as cars were so slow in appearing.—Wm. Murray, Champlain, Ill.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Proper Legs for Country Elevators.

Editor Grain Dealers Journal: My attention has been called to a paper read before the "Field Men's Meeting of Mill and Elevator Mutuals," at Detroit, by T. M. Van Horn. This paper was accompanied by a blue print entitled "Country Elevator Data, Standard Equipment." [It is published elsewhere in this number.]

In as much as one portion of this paper reflects upon some of my efforts, I beg permission through your columns for a brief reply.

First, I must state the axiom (which applies to this paper) that any conclusions based on false premises are valueless.

The paper reads (referring to the blue print): "There is one item, or column of figures you never saw in print before, that is the friction load of the belt, or what the belt will pull before slipping."

From any authority I can find, I do not think this item should ever appear "in print" again.

Mr. Van Horn explains his position on this point as follows (referring to the blue print): "Column F gives the maximum pull of the belt before slipping. The grain load you will find in the center column under this head, in every case you have three times the power required."

He cites an instance as follows: "Take the 42" pulley 11x6 buckets 100' centers the friction pull of this belt is 2,736 pounds."

I can find no authority for such a statement. "Kent" and "Machinery's Hand Book" are considered the highest authorities known on such subjects. The former 7th edition, on page 880, and the latter, 5th edition, on page 709 refer to "Taylor's rules for Belting" and show that "a double belt having an arc of contact of 180 degrees, will give an effective pull on the face of a pulley per inch of width of belt of 35 lbs."

If we apply this rule to the case cited by Mr. Van Horn and use his figures, it will show that the weight of grain to be lifted is 510 lbs. instead of 2,736 lbs. and that the belt will slip with the load of 510 lbs. when the upper loaded grain buckets have reached a height of 82 feet, instead of reaching 300 feet as Mr. Van Horn claims it will do. But a non-chokable leg would carry 680 lbs. of grain and the belt would slip at 61.75 feet. Here is such an astounding discrepancy that elevator builders will do well to investigate, before accepting Mr. Van Horn's statement as entirely reliable. This subject, however, is preliminary and foreign to my main purpose.

Mr. Van Horn says, "We have had considerable talk as an association on the 'Non-chokable head and boot.' Now I don't want to be a kicker over 50% of the time, or do anything to the detriment of the makers, of either, but either one of them could sell me a gold brick just as easy as they could a non-chokable head or boot."

Such a statement is perfectly proper as an individual privilege. Tastes differ and opinions vary. But Mr. Van Horn goes still further and says, "A non-chokable elevator has never been built."

To meet such an unwarranted assertion and to combat the exhibition of such obvious ignorance I will reply in the following manner, altho I confess it is not the proper way among intelligent people of furnishing evidence.

I will appoint a day, if agreeable, to prove to Mr. Van Horn that a non-chokable elevator "up to date" has "been built." On that day I will be on hand with a certified check of \$1,000. Mr. Van Horn may appear on that day with a committee of men (any number) of his own choosing. This committee may have full, untrammelled, unlimited authority for a whole day to adopt any means they can devise, to choke that elevator leg with merchantable shelled grain fed into it in the way provided by the leg for the purpose. If this committee can choke that leg, at that trial, on that day, the \$1,000 check will be handed over to Mr. Van Horn and I will pay to the elevator owner the cost of the trial for the test. If, however, they fail to cause a choke they, or Mr. Van Horn, must pay to the elevator owner whatever expense the trial costs. I do not wish to gain anything for myself, from the ignorance of anybody. But if Mr. Van Horn has made a truthful statement this presents to him a clear case of "heads he wins and tails I lose" on a \$1,000 certified check.

But Mr. Van Horn further says, "The non-chokable boot where you have a gravity feed from your dumps or bins which can be spouted to the front leg, will work as represented, but spout into the back leg and it ceases to be non-chokable."

One can write a volume big enough to sink a ship with statements of what a thing *will not do*. It is sophistry that is well known and thread-bare.

All science is based upon the movement of the planets. But the planets do not move more orderly than the mechanism of animate beings which are designed by the same architect. A modern printing press designed by man which costs perhaps a hundred thousand dollars, is almost as perfect in its mechanism and in its functions as are those of the human body. Yet everybody knows that a worthless tramp can throw a monkey wrench into a printing press when it is in operation and in one moment that beautiful instrumentality of an enlightened age, may be a heap of junk. An idiot with a pistol at the breast of a mighty athlete in one second of time may convert that athlete into an inanimate corpse. Because these facts are true, shall all improvements cease? Because Mr. Van Horn is virtuous shall there be no cakes and ale?

Feeding grain into the back leg of a grain elevator is akin to throwing a monkey wrench into moving machinery. It is improper, anarchical, unmechanical, inexcusable, unnecessary.

Can there be any science in bringing down a row of inverted buckets on a pile of grain on one side of a pulley, for the purpose of elevating that grain on the opposite side of that pulley, when it is known that in the event that pile gets one inch too high, those buckets must stop?

The only problem involved is a relative distance (of about 3 feet) between the bottom of the bins, and the front en-

trace to the boot. An insignificant bagatelle affair to contend with on one hand, but which secures not only perfect feeding, but insures non-chokability. It is a device apparently as perfect in its operation as the planets; an economic marvel that makes two blades of grass grow, where one grew before; that is without a peer or rival in this world. On the other hand you have an acknowledged abomination that endureth forever.

Choose ye (who wish) between them. —Thos. F. Hall, Omaha.

Proper Preparation of Cars for Bulk Grain.

Grain Dealers Journal: I read the letter of the St. Louis Supervisor of Weights, Mr. John Dower, appearing in your March 25th Journal, with much interest. It is appropriate at this time.

Among my duties in the past has been that of examining inbound cars of bulk grain for leakage evidence, and looking after the unloading of the grain in the cars. I agree with Mr. Dower that burlap, if applied to the sides and ends of cars higher than the grain is loaded, and over the floors, will effectually prevent the leakage of grain. On the other hand, aside from making old and defective cars useable for grain that otherwise could not be utilized for such loading, the cost of such burlap would make its use prohibitive even under normal prices, but now the price of burlap is sky high and difficult to secure at any figure. Hence, I fear that Mr. Dower's commendable recommendations for lining sides, ends and floors of cars with burlap will fall on deaf ears.

My experience with burlap lined grain doors has been that they delay the unloading of the grain and the additional effort required to remove such doors takes the "starch" out of the shovellers who release the grain. It is especially hard on the unloaders when the elevators are busy, and the weather hot. Under such conditions I have seen shovellers practically exhausted because of over exertion due to the grain doors being lined with burlap. This delay and additional effort is due to the fact that the pressure of the grain forces the burlap against the doors, and since this burlap is usually in one piece and is fastened to all doors and to the car linings also, it is extremely difficult to remove grain door barricades in separate sections as intended, and which experience has shown to be the best method.

Mr. Dower's advice to shippers that they should get busy and effectually stop the cracks should be followed religiously. My observations have shown that much of the leakage that occurs is avoidable. In this regard, if each country shipper would supply himself, or get the railroad on which his elevator is located to supply him with cooperage paper, say a few balls of calking paper, or some roll paper, to be used for calking or covering cracks in the car box, in the grain doors, or between the grain doors, a great deal of the waste could be prevented as follows:

First: Based on my personal inspection of cars, I would advocate that each shipper apply a strip of calking paper, or other soft pad, on all four door posts of each car regardless of the condition of the face of the door posts, for even though the posts are smooth, the chances are that the nailing margin of the grain doors themselves is not true, and the calking paper, or other soft pads, will insure tight joints between the grain doors and door posts.

Second: Any cracks between grain doors, or between boards of grain doors, can be effectually closed by wedging the calking paper, or other suitable calking material,

therein; or the doors can be lined with paper, as paper lining over grain doors is not objectionable to the unloaders. The principal objections raised to lining the entire grain door barricades in each doorway with paper, to cover a crack here and there, is the waste of paper due to the fact that large areas of the doors that are absolutely grain tight are covered with the lining. This waste of material can be obviated by calking any cracks that might cause leakage with suitable calking material. Complaint is also made that sheet paper, used as linings, is objectionable because it clogs the unloading grates and sinks, and litters up the elevators and yards, but this is merely an inconvenience and can be tolerated.

Third: It is a waste of time and material, in most cases, to line the sides and ends of cars to prevent sheathing leaks unless the paper or cloth lining extends above the grain at its highest point in the car, for otherwise the grain will sift down behind the inside wooden linings of the car regardless of the paper or cloth lining. Bear in mind, that it is the sifting of the grain through the belt rails, behind the linings that causes the grain to leak out of cars should the outside sheathing boards become loose at the sills. Aside, then, from lining the cars practically to the roof, sheathing leaks at the sills can be prevented only by treatment on the outside of the car. Renailing loose sheathing boards is the most frequent method used to prevent sheathing leaks, but because of the condition of the sills and sheathing boards, this method is not always effective, in which case calking paper, or other soft material, wedged in between the sills and the loose sheathing before renailing, is advisable. In extreme cases of badly rotted sills, the calking material should be held in place by a strip of board nailed on the under side of the sill and projecting far enough to effectively cover the margin between the sheathing and the sill.

Fourth: We often see the term—"draw bar leaks." In reality this is a misnomer as the draw bar sets below the floor. What are known as "draw bar leaks" are often leaks that occur between the last floor board and the end sill, a point of frequent leakage. If the shipper will examine each car at this point, and calk any suspicious looking crack there with calking paper, or other suitable material, much leakage at the ends of cars will be avoided.

Fifth: The calking paper, or other suitable material can also be used to advantage for preventing possible leaks, through the floor, by calking any cracks between floor boards that may need to be filled, also any such cracks at the junction of the side braces and floor due to short floor boards. Any perpendicular cracks, that might cause leakage, which are so often found between the end post, corner post, and door posts, and the outside sheathing boards, can also be effectually closed by calking. Sometimes this calking can be done from the inside of the car, but usually, because of the inside wooden car linings, it must be done from the outside of the car. There is no other method of preventing such leakage more effectually than by calking with suitable calking material such as calking paper, oakum, cheese cloth, etc.

Shippers will find that a few balls of calking paper, or a roll or two of sheet paper, will facilitate the cooping of the cars immensely, and they will find also that by using such materials in the manner I have described in the foregoing, which, let me add, necessitates a thorough inspection of each car inside and outside; it will very materially reduce their losses in transit, and will go a long way toward making their weights check closer with the selling weights determined at the different terminal markets.

The above advice is based on many years of actual experience and careful observation, and I know positively that the treatment of cars, which I have described in this letter, is well worth while. In fact, in these times of war, food shortage, and prevailing high prices of cereals, I believe such treatment in the preparing of cars for bulk grain loading should be a requirement. If grain is to be transported in box cars in bulk without leakage,

[Continued on page 562.]

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CALIFORNIA.

San Miguel, Cal., April 1.—Crop conditions are fair, but the season is very late on account of the extreme lateness of the seasonal rains.—W. A. Wilmar, agt. Southern Pacific Mlg. Co.

COLORADO.

Dailey, Colo., Mar. 25.—Crops look good. The acreage of wheat will be shortened because of the scarcity of labor.—James Eachus, agt. L. Spelts.

ILLINOIS.

Bluff Springs, Ill., April 9.—Wheat looks fine now. Corn is drying out fast, but there is considerable damaged corn.—Elijah Needham.

Harper, Ill., Mar. 25.—Farmers are busy in the fields, sowing wheat and oats. Quite an acreage of spring wheat will be sown in this locality.—E. J. Drake.

Philadelphia, Ill., April 3.—Crop conditions are excellent in this territory. A little more moisture would be beneficial.—W. F. Allison, mgr. Philadelphia Elvtr. Co.

Horace, Ill., Mar. 23.—Corn not sorted at husking time is almost a total loss. Oats seeding in full blast, with soil in fine condition.—H. C. Mitchell, agt. A. L. Stanfield.

Egan, Ill., Mar. 28.—Considerable spring wheat being sown, which is something unusual for this locality. Winter wheat mostly killed. Seeding just beginning, and an increased acreage of oats and barley will also be sown.—M. C. Simpson, agt. The H. A. Hillmer Co.

Ridgefarm, Ill., April 5.—Farmers done sowing oats. Now plowing for corn, the soil being in the best of condition and the season at least 15 days advanced. Plenty of moisture. Very little wheat, and some rye, sown last fall; looks fine. All the corn more or less spoiled, only about 50% to 60% of that remaining on farms being merchantable as the excess of moisture in the cob caused rot at the small end of the grain.—Frank Jones Grain Co.

INDIANA.

Goshen, Ind., April 2.—Wheat in this section is badly in need of rain. Farmers are planting a large acreage to oats, and in most cases they are treating the seed for smut before sowing.—C.

Evansville, Ind., April 3.—Heavy rain that fell in southern Indiana last night greatly benefited growing wheat. In many sections the moisture was badly needed, and it will also help oats and alfalfa. Most of the oats crop in this section is now in and the acreage is much larger than last year. It is expected also that the corn acreage will be larger. Thus far there have been no reports of Hessian fly in wheat in southern Indiana, southern Illinois and northern Kentucky. It is believed that the severe weather of last winter killed the fly.—C.

IOWA.

Harris, Ia., April 5.—Seeding of small grain is progressing rapidly in this territory and the soil is in splendid condition. One-half of our territory was hailed out last year and business has been dull the past season.—A. C. Wettestad, mgr. Greig & Zeeman.

Calamus, Ia., April 3.—Our season is well advanced, being, we believe, 2 weeks ahead. Much increase in acreage of wheat, barley and other small grains. There will be a noticeable decrease in corn acreage on account of fear of labor shortage. Wheat and rye wintered well, as did clover and timothy.—F. Mueller & Son.

KANSAS.

Norton, Kan., Mar. 27.—Our wheat is in bad condition. We lost 40% of it, and need rain badly for the remainder.—W. S. Campbell.

Norwich, Kan., Mar. 25.—An increased acreage of oats being seeded under most favorable conditions. Wheat crop progressing nicely.—Bartlett Bros. Grain Co.

La Crosse, Kan., Mar. 23.—The crop outlook is good, especially in the northern and eastern part of this section, and the chances for a crop are excellent.—Smith & Weigand Grain Co.

Ellsworth, Kan., April 4.—Prospects for wheat are poor. About ½ of the acreage will be abandoned, and considered as a whole about 25% of the crop is poor and 25% looks good. We have plenty of moisture at present.—Joseph Janousek.

Ellsworth, Kan., April 4.—The wheat acreage in this locality is normal, but the condition along the U. P. R. R. west from Salina is not promising. However, recent rains may effect an improvement. East and south the prospects are splendid.—H. Work.

Wichita, Kan., April 3.—Good rains have fallen over the greater part of southwestern Kansas and Oklahoma. In western Kansas wheat fields that showed no life before the rains are now greening up, and with favorable weather a fair wheat crop is expected. A large acreage has been sown to oats in the Southwest. George Koch just in from Faye, Okla., and he reports wheat conditions greatly improved by the recent rains.—R. B. Waltermire, sec'y Board of Trade.

Junction City, Kan., Mar. 29.—General rains fell over Kansas last night, and as the rain was slow and steady all of the moisture went into the ground. Wheat has been greatly benefited. From Salina west to Ellis the rainfall measured from 1 to 1½ inch. A general rain fell south and west of Hutchinson and Wichita, extending to the Oklahoma line on the south and to Liberal, Dodge City and Garden City on the west. The eastern half of Kansas received ½ to 1 inch of moisture. While backward, wheat is doing well and Kansas with ordinary weather up to June will produce a good yield of wheat.—E. A. Sullivan, field representative Vanderslice-Lynds Co.

MICHIGAN.

Lansing, Mich., April 5.—Condition of wheat in the state on April 1 was 70, as compared with 82 one year ago. According to 306 correspondents wheat suffered injury from some cause during March, while 117 reported that no injury was suffered. Rye condition was 77, compared with 86 last year.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Lansing, Minn., April 4.—The soil is in fine condition for seeding.—Lansing Elvtr. Co., A. B. Strong, mgr.

Dotson sta. (Springfield p. o.), Minn., April 5.—Seeding is about finished in this section. More wheat and oats have been sown than last year, the increase in oats being due to low quality of the seed corn which is available.—Dotson Elvtr. Co., A. A. Swanson, mgr.

Minneapolis, Minn., April 3.—With the continuation of the present favorable weather, wheat seeding will be completed in many localities in Minnesota this week. In sections where coarse grains have been grown almost exclusively for a number of years many farmers are patriotically seeding from 15 to 25 acres of wheat. Barley ground is now being prepared and some early oats have been seeded. Winter rye thruout the northwest, sown in stubble, is in good condition, but that on fall plowing shows some winter killing and probably much of this land will be re-seeded to other grains. There have been light showers at various points this week. These did not delay farm work but were a benefit to early sown grain. So far, we consider crop conditions almost ideal, with the exception of the subsoil being dry in some localities.—The Van Dusen Harrington Co.

MISSOURI.

Brookfield, Mo., Mar. 26.—Quality of corn low, none of it having gone better than No. 4 so far.—Clements Mlg. Co.

Laclede, Mo., Mar. 26.—Wheat prospect thru this section of the state is fine. Farmers about done sowing oats and many are plowing for corn. Soil is working in good condition, and there is a showing for good crops of both wheat and oats. A good rain is needed for growing wheat and for grass but outside of that there seems to be plenty of moisture in the ground.—O. A. Talbott & Co.

MONTANA.

Winter wheat condition is good, and the acreage of spring wheat greatly increased. Seeding conditions are similar to those in North Dakota.—The Van Dusen Harrington Co., Minneapolis, Minn.

Barber, Mont., April 3.—Crops never looked better, and everything indicates a bumper crop, altho it is a little too early to tell just how the winter wheat will come thru. In nearly every case farmers report they have not lost a kernel. Spring work has been going on for 2 weeks, and would estimate an increase of 40% to 50% in wheat acreage; which, on an average yield, will mean that this station will handle 200,000 bus., wheat being 99% of grain handled. Have had very inclement weather the first 3 days of April and a thin covering of snow is falling over grain fields, which will not do any harm. Spring work has stopped until this storm ceases.—W. A. Clark.

NEBRASKA.

Beatrice, Neb., Mar. 25.—Oats seeding is general. We need rain.—John A. Dobbs Grain Co., John A. Dobbs.

Bookwalter, Neb., April 8.—We had an inch of rain this week. This will start pastures and the wheat. Wheat is a good even stand all over.—C. G. Colwell.

Rescue, Neb., April 8.—A large acreage of the winter wheat is gone on account of the dry weather. Few fields give prospect of a good crop unless we get a good rain soon.—Farmers Co-operative Co., G. E. Humlicek, mgr.

Graf, Neb., April 6.—Had a nice rain last night. It was greatly needed by everything that has been planted. Oats seeding all done and farmers busy getting corn ground in condition.—Farmers Grain Co., C. F. Ernst.

York, Neb., Mar. 25.—Corn on the ground practically cleaned up. Think cribbed corn all right, and quality should be better from now on. This is no oat country, but an unusual amount was grown last season.—Van Wickle Grain & Lbr. Co.

Bookwalter, Neb., April 8.—The 1-inch rain April 5 put the soil in fine condition for oats and helped the appearance of winter wheat, which was being damaged by wind and dry weather. Large acreage of oats being put in.—Farmers Union Elvtr. Co., C. E. Cross, mgr.

NORTH DAKOTA.

Herwick, N. D., April 8.—Some of the winter rye is not looking good. No seeding done yet.—A.

Wheat seeding is not so far advanced in this state as in Minnesota and South Dakota, as the feeling seems to prevail among farmers that seeding should not start earlier than April 1. In the Red River Valley about 25% has been seeded.—The Van Dusen Harrington Co., Minneapolis, Minn.

OHIO.

Ironton, O., April 6.—Corn is a proposition with us and farmers will have to plant other crops. There is not the tendency to plant potatoes as last year, and unless their planting is encouraged high prices will rule again next winter. The same thing applies to beans.—Reliance Seed Co.

Columbus, Ohio, April 1.—The condition of winter wheat is 83% of a standard average. Notwithstanding that during a great part of the past month weather conditions were most unfavorable to wheat growth, the plant has held its own. The condition does not vary to any alarming extent in the different sections of, the

state. There is very little complaint of winter killing. The plant needs moisture and warm rains would improve its appearance. Condition shows an advance of 3 points over same date last year. The 1918 area is 1,970,758 acres, an increase of 182,732 acres over 1917, and this year the state should produce about 47,000,000 bus. Spring wheat is being sown in many counties in the northern part of the state, the area to be about 5,000 acres. Winter barley shows condition of 86% of a standard average, and rye 89%. Condition of corn in the crib is 53% of an average. Thirty-one per cent of the crop remained unhusked during the winter and this suffered 30%. Acreage of corn may be cut short of anticipations because of scarcity of seed and labor. Oats seeding is well advanced and acreage will be comparatively large. Spring plowing is progressing rapidly, soil working nicely.—N. E. Shaw, sec'y board of agriculture.

OKLAHOMA.

Binger, Okla., Mar. 27.—Very little corn being planted.—Binger Elvtr. Co., Chas. Wilson, mgr.

Oklahoma City, Okla., Mar. 29.—Numerous portions of the state, including this city, are having good rains today and the moisture certainly is very acceptable.—D. C. Kolp.

Carmen, Okla., April 5.—Owing to good rains and favorable weather, our growing wheat is doing fine, with prospect for 75% of a crop.—Walter Hunsacker, mgr. Carmen Supply & Grain Co.

Oklahoma City, Okla., Mar. 21.—The condition of wheat is 60%, an increase of 7% over the condition of last month. Condition on same date last year was 76%. Wheat continues to show up well in the north and northwestern part of the state. In the extreme southwest, west and northwest the condition has remained practically the same during the past 30 days. Owing to unfavorable growing conditions in these parts some fields have been plowed up and planted to other crops. In our next report we will give an estimate of the acreage that has been abandoned. Scattered rains during the last 2 weeks have greatly benefited growing crops in various parts of the state. The oats crop shows up well in all parts of the state and from all reports the acreage will be larger than our preliminary estimate. This increase is due to some wheat fields having been replanted to oats. The condition of the soil as regards moisture is 52% or about half of what the soil really is in need of.—Frank M. Gault, pres. state board of agriculture.

SOUTH DAKOTA.

Flandreau, S. D., Mar. 25.—Spring is early and favorable and wheat and oats are now being sown. Fall plowing 120% of normal. Soil in fine condition for seeding, but account no snow during part of the winter spring rains will be needed later on.—Bennett Grain Co.

In sections where coarse grains have been raised almost exclusively for a number of years, many farmers are patriotically seeding from 15 to 25 acres of wheat, and in many localities seeding has been completed. Barley ground is being prepared and some early oats have been sown. Winter rye sown on stubble is in good condition, but that on fall plowing shows some winter killing and probably much of this land will be re-seeded to other grains.—The Van Dusen Harrington Co., Minneapolis, Minn.

WASHINGTON.

Goldendale, Wash., April 1.—Grain in this county is looking good.—Klickitat Union Warehouse Co.

A BILL has been introduced in the House of Representatives by Dick T. Morgan, of Oklahoma, to appropriate \$300,000,000 to compensate producers of wheat for the losses sustained when the 1917 price of wheat was fixed at a price lower than the then market price.

Government Crop Report.

Washington, D. C., Apr. 8.—The Crop Reporting Board of the Bureau of Crop Estimates, U. S. Dept. of Agriculture, estimates the average condition of winter wheat on April 1 as 78.5% of normal, against 63.4 on April 1, 1917, 78.3 on April 1, 1916, and 83.6, the average condition for the past ten years on April 1. There was a decrease in condition from Dec. 1, 1917, to April 1, 1918, of 0.7 points, as compared with an average decline in the past ten years of 5.7 points between these dates. Upon the assumption of average abandonment of acreage and average influences on the crop to harvest, condition April 1 forecasts a production of about 560,000,000 bus., which compares with 418,070,000 bus., the estimated production in 1917, and 480,553,000 in 1916.

The average condition of rye on April 1 was 85.8% of normal, against 86.0 on April 1, 1917, 87.8 on April 1, 1916, and 89.0, the average condition for the past ten years on April 1. Estimated production is 86,000,000 bus.; compared with last year's 60,145,000 bus.; the 1916 crop of 48,682,000 bus.; and the 5-year average of 41,399,000 bus.

	WINTER WHEAT.			RYE.		
	Condition April 1.			Condition April 1.		
	1918.	1917.	10-yr. av.	1918.	1917.	10-yr. av.
	Pct.	Pct.	Pct.	Pct.	Pct.	Pct.
Vermont .....	..	..	..	96	96	96
Mass. ....	..	..	..	94	96	95
Conn. ....	..	..	..	93	90	91
New York.	78	79	89	86	86	86
New Jersey.	77	84	88	80	87	83
Penn.	79	80	86	83	85	84
Delaware	70	80	88	80	85	82
Maryland	77	80	88	83	84	83
Virginia	93	83	90	93	84	88
W. Virginia.	91	82	87	91	84	87
N. Carolina.	95	79	89	95	83	89
S. Carolina.	88	76	87	90	83	86
Georgia	88	64	86	86	79	82
Ohio	80	80	80	85	84	84
Indiana	94	65	79	95	79	87
Illinois	88	60	79	92	82	87
Michigan	70	80	83	80	86	83
Wisconsin	81	93	89	88	95	91
Minnesota.	81	86	..	88	89	88
Iowa	80	57	84	92	80	86
Missouri	92	62	81	90	73	81
N. Dakota.	78	82	..	82	89	85
S. Dakota.	78	82	..	90	88	89
Nebraska	75	35	83	88	73	80
Kansas	67	45	80	83	63	74
Kentucky	100	65	84	97	80	88
Tenn.	92	50	85	92	61	76
Alabama	87	68	87	88	75	81
Miss.	86	71	87	..	..	..
Texas	40	75	83	80	60	72
Oklahoma	63	74	84	65	75	70
Arkansas	94	75	86	93	82	87
Montana	94	93	93	95	96	94
Wyoming	96	85	94	91	90	92
Colorado	86	85	92	87	96	91
New Mexico.	70	80	91	..	..	..
Arizona	92	88	94	..	..	..
Utah	90	93	95	90	96	92
Nevada	100	92	98	..	..	..
Idaho	97	90	96	97	92	94
Wash.	93	70	92	94	86	90
Oregon	97	84	95	100	94	96
California ...	93	83	88	..	..	..
U. S.	78.6	63.4	83.6	85.8	86.0	85.9

Winter Wheat Condition Improved.

In his report of April 3 P. S. Goodman, of Clement, Curtis & Co., credits winter wheat with a decided improvement over the poor condition when it went into the cold season in December.

Winter killing will be small over the central region, and northwest. The Southwest, where acreage is 1/3 of the total, is the precarious section. The abandoned acreage may not exceed 5%, and at the outside will not exceed 10% which is less than an average abandonment.

The average condition on April 1 at 82.5, which is 3 points over the average condition of last fall, and 19.1 points over April 1 last year. Declines in condition are reported from only 3 states—Nebraska, Oklahoma and Texas. In the central states the improvement runs over 5 points on the average, and in some states is as high as 11 points. The Northwest shows up in excellent condition, and in Washington the largest increase in condition is reported. On the basis of a five-year average, and allowing for a 10% decrease in acreage, there is a possibility of 700,000,000 bushels, and on a ten-year average, a prospect of 660,000,000 bushels.

On account of its high price, there is apt to be an increase in the barley acreage. The

poor corn crop of last year, and the large oats and barley crops are the incentives to the increase of small grain seedings. Corn acreage will naturally show a falling off, as the big increase last year was due to the abandonment of 33% of the winter wheat acreage.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

T. & P. 15180 passed, eastbound, thru Danvers, Ill., on local, April 2, leaking oats at door post. Train crew repaired car as best they could while switching other cars.—Danvers Elvtr. Co., Wm. Shorthose, mgr.

P. R. R. 48291 passed thru Otterbein, Ind., April 1, leaking white corn badly at end of car. Could not repair. Reported it to agt. of L. E. & W., and he said he would report it to Lafayette office.—Farmers' Elvtr. Co., T. E. Samuel, mgr.

M. C. 9526 passed thru Arkinson, Ind., Mar. 30, on local, leaking oats at side of car.—Atkinson Grain Co.

C. G. W. 12158 passed thru Vincent, Ia., Mar. 28 leaking oats at side of car. Train was moving when leak was noticed.—Geo. Schissel.

N. C. & St. L. 13461 passed thru Agosta, O., Mar. 27 leaking oats at side of car near end.—C. O. Barnhouse.

N. Y. C. & H. R. 103534 was set out at Holyoke, Colo., Mar. 25, leaking wheat account broken door post. Railroad company had us fix car and it was sent on.—Holyoke Equity Merc. Co., Paul Reimer, mgr.

C. of Ga. 26454 passed thru Julian, Neb., Mar. 23 leaking corn at side of car near end. Was running out in a stream.—Louis W. Sage.

M. P. 19254 was set out by thru freight at Danvers, Ill., on night of Mar. 22 leaking oats thru bottom of car at end. Repaired it the best we could.—Wm. Shorthose, mgr. Danvers Farmers Elvtr. Co.

C. M. & St. P. 83882 was set out at Rosalia, Neb., during night of Mar. 19 by a C. B. & Q. train, leaking mixed shelled corn badly at side at post near door. Post pushed out about 3 inches account rotten wood sill. No chance to stop leak, as sill was so rotten it would not hold a nail.—G. V. Patrick, mgr. Farmers Grain Co.

Wheat to be Seized.

Seizure of 350,000 lbs. of wheat, held by Kempenich Bros., at some point in New Mexico, has been ordered by the Food Administration. The brothers are said to be of German extraction. They produced 100,000 lbs. of wheat and have purchased 250,000 lbs. additional, which they have refused to sell or release from storage.

The Food Administration is proceeding on the theory that to withhold this wheat is to give aid and comfort to the enemy and on this ground the food administration of New Mexico has been authorized to requisition the entire supply.

This is the first case in which decisive action has been taken, says the Official Bulletin of Mar. 26, altho several similar cases have been reported. When wheat so held is seized an allowance will be made for seeding purposes and for personal use.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Maunie, Ill., April 8.—Corn most all sold and delivered.—W. G. Marlin, agt. A. Wal-ler & Co.

Bluff Springs, Ill., April 9.—There is very little wheat in this section.—Elijah Needham.

Egan, Ill., Mar. 28.—About 25% of oats crop in farmers hands. No corn on hand.—M. C. Simpson, agt. The H. A. Hillmer Co.

Ridgefarm, Ill., April 5.—Quite a bit of corn back on farms, but only about 50% to 60% of it merchantable.—Frank Jones Grain Co.

INDIANA.

Ambia, Ind., R. R. No. 2, April 6.—We have plenty of hot corn and no cars in sight.—Dunnington Grain Co., Fred P. Grau, mgr.

KANSAS.

Strickler sta. (Iuka p. o.), Kan.—There is some corn in the country to be moved.—Strickler Co-operative Exchange, E. M. Guyer, mgr.

Wichita, Kan., April 3.—A conservative estimate places the wheat remaining in farmers hands at about 5%. Some localities report all wheat out of farmers hands, and country dealers say that now since we have had good rains farmers will sell the remainder of the wheat they hold and get ready for the 1918 harvest.—R. B. Waltermire, sec'y Board of Trade.

Rossville, Kan., April 6.—Not much grain moving at present.—Wm. G. Bolan.

White City, Kan., April 5.—The grain movement has become much lighter. Practically no corn coming in from farms. Farmers are not satisfied with present prices and are holding for prices equal to those before the break. They have been busy with their work and the movement would be light regardless of market conditions. I figure about 2% of the corn has been marketed in Kansas.—E. A. Sullivan, field representative Vanderslice-Lynds Co.

MICHIGAN.

Lansing, Mich., April 5.—Wheat marketed by farmers during March was 216,363 bus. at 239 elvtrs. and mills. The estimated total marketed in the 8 months, August-March is 7,250,000 bus. Ninety-five mills, elvtrs. and grain dealers report no wheat marketed during the month. Grain threshed up to and including Mar. 23 was as follows: wheat, 13,924,238 bus.; rye, 4,533,759 bus.; oats, 44,812,063 bus.; barley, 3,319,716 bus.; and buckwheat, 349,484 bus.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Barnesville, Minn., Mar. 25.—About 10% of wheat, 5% of oats and 5% of barley remain to be marketed. Have plenty of cars.—F. E. Diemer.

Clear Lake, Minn., Mar. 26.—Four hundred bus. of wheat, 100 bus. of rye, and 2,000 bus. of oats remain to be shipped from this station. There has been no shortage of cars.—Henry Goenner.

MISSOURI.

Brookfield, Mo., Mar. 26.—There are several cars of corn and oats yet to be shipped if we can get cars for loading.—Clements Mlg. Co.

MONTANA.

Arlee, Mont., Mar. 23.—No grain remains for shipment.—Demers Mer. Co.

Broadview, Mont., Mar. 23.—About 5,000 bus. winter wheat in farmers hands. No trouble getting cars.—D. W. Hunter.

Absarokee, Mont., Mar. 25.—There is no grain to be shipped from this point. Hardly enuf wheat for seeding and a great scarcity of feed grains of all kinds.—F. C. Robertson.

Belgrade, Mont., Mar. 25.—As far as we know there is not a bit of grain of any kind remaining to be shipped in the country surrounding us for 50 miles each way unless some of the elvtrs. have a little wheat they are holding for seed. There is plenty of seed grain here, but little more.—R. B. Lobdell.

NEBRASKA.

Berwyn, Neb., April 4.—Believe all wheat and rye is out of the country. Some corn and oats still back.—Miller & Wirt.

Hastings, Neb., April 4.—Wheat about moved out. Probably 30% of corn in farmers hands. Cars have been scarce but are a little easier now.—C. J. Miles.

Hastings, Neb., Mar. 26.—Wheat is pretty well cleaned up. Corn and oats will move very slowly from farmers hands from now on. Probably 20% to 25% of last year's corn crop still held by farmers.—Chas. Moritz.

Beatrice, Neb., Mar. 25.—Ten percent of wheat, 60% of corn and 25% of oats remain in farmers hands. Oats seeding and shortage of cars retarding the movement of grain to market. We need cars at all of our stations.—John A. Dobbs Grain Co., John A. Dobbs.

Jansen, Neb., April 4.—There is very little grain moving at present, altho from information we are able to gather there is quite a lot of corn and oats in farmers hands, and we think a small price advance will bring on a good movement.—Jansen Equity Exchange, Fred Kockrow, mgr.

York, Neb., Mar. 25.—The following statement will apply to all of our country stations: practically no wheat, about 25% of corn, and 15% of oats remain in farmers hands. Corn shipments will be light until after corn planting. Think oats shipments will increase.—Van Wickle Grain & Lbr. Co.

NORTH DAKOTA.

Bismarck, N. D., Mar. 22.—There is little if any grain to be shipped out.—Slope Grain Co.

Baker, N. D., Mar. 25.—Practically all grain has been shipped from this locality.—John S. Aker.

Berwick, N. D., Mar. 25.—No barley or oats to be shipped from this station. Think there will be about 2,000 bus. each of rye and wheat to move this spring.—A.

Antler, N. D., Mar. 23.—There are only 3 or 4 cars of wheat left in this locality, and it is No. 1 dark northern spring. No other grain. Several cars of oats have been shipped in for feed and seed.—M. D. Dyar.

OKLAHOMA.

Binger, Okla., Mar. 27.—Wheat about all gone.—Binger Elvtr. Co., Chas. Wilson, mgr.

Carmen, Okla., April 5.—Farmers are rushing the remainder of their wheat to market.—Walter Hunsacker, mgr. Carmen Supply & Grain Co.

Oklahoma City, Okla., Mar. 31.—From the crops produced in 1917 the farmer still has on hand 14% of corn, 3% of wheat, 9% of oats and 14% of kafir and

milo. There has been consumed and marketed by the farmer during the past month as follows: Corn 5%, wheat 2%, oats 5% and kafir and milo 7%. On the same date in 1917 the farmer had on hand from the 1916 crop 17% of corn, 3% of wheat and 9% of oats.—Frank M. Gault, pres. state board of agriculture.

SOUTH DAKOTA.

Flandreau, S. D., Mar. 25.—Of the year's total surplus, 25% of oats, 30% of corn, 15% of barley and 20% of wheat remain to be shipped. Spring work and lack of empty cars are retarding influences. Transportation, both now and previously, borders upon impossible service.—Bennett Grain Co.

Armour, S. D., Mar. 26.—No grain in elvtrs. Considerable of all kinds, but mostly corn, in farmers hands. Plenty of box cars here, and have been all the time. The cry of shortage of cars has been, in our judgment, largely overdone, if we may judge other localities by the conditions prevailing here all thru the season.—Wait & Dana.

TEXAS.

Galveston, Tex.—Exports of grain thru this port during February were: wheat, 8,421 bus.; corn, 97,140 bus.; barley, 278,600 bus.; and rye, 21,127 bus., compared with 1,113,666 bus. of wheat and no other grain in February, 1917. Total exports since July 1, 1917, were: wheat, 2,142,646 bus.; corn, 483,027 bus.; barley, 1,353,318 bus.; and rye, 21,127 bus., compared with wheat, 14,343,768 bus.; and barley, 48,113 bus. during the same period the previous season.—H. A. Wickstrom, chief inspector Board of Trade.

WASHINGTON.

Goldendale, Wash., April 1.—We did not ship any wheat east last year, all of it going to Portland.—Klickitat Union Warehouse Co.

Proper Preparation of Cars for Bulk Grain.

[Continued from page 559.]

special treatment of a large proportion of the car boxes, as well as the door posts for the application of grain doors, is a necessity. Be it remembered that the kernels of grain are small, and that the car box is big with multitudinous seams, joints and cracks; and moreover, that the car, with its precious but heavy load, is bound to be roughly handled in switching. Obviously, it is far more economical specially to treat the boxes of cars by calking or covering cracks and seams, where needed, than to fuss with shortage claims that are the result of leakage.

Your journal is doing a great work in educating the shippers of grain in such highly important matters, and it behooves the shippers to take heed.—Yours truly, Walter E. Felt, of the Chicago Board of Trade Weighing Dept.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
	1917-8.	1916-7.				
Tot. July 1 to Dec. 29...	29,901,070	153,967,000	11,299,000	22,912,000	76,409,000	61,410,000
Jan. 5.....	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 12.....	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 19.....	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Jan. 26.....	1,683,000	5,383,000	37,000	1,556,000	795,000	1,838,000
Feb. 2.....	1,568,000	5,511,000	10,000	881,000	1,708,000	1,960,000
Feb. 9.....	1,637,000	4,375,000	514,000	1,343,000	1,605,000	1,334,000
Feb. 16.....	950,000	4,753,000	353,000	1,712,000	1,350,000	2,705,000
Feb. 23.....	675,000	4,122,000	108,000	1,321,000	1,449,000	1,779,000
Mar. 2.....	1,232,000	4,703,000	93,000	1,500,000	1,812,000	2,661,000
Mar. 9.....	1,172,000	4,679,000		1,540,000	968,000	2,917,000
Mar. 16.....	884,000	3,538,000	891,000	1,934,000	1,706,000	1,615,000
Mar. 23.....	855,000	4,387,000	1,036,000	1,602,000	2,410,000	1,839,000
Mar. 30.....	1,157,000	2,803,000	1,421,000	1,727,000	1,309,000	711,000
Apr. 6.....	1,251,000	2,941,000	1,218,000	1,480,000	1,053,000	2,880,000
Totals	108,676,000	25,056,000	17,333,000	42,950,000	98,408,000	90,019,000

Wheat Movement in March.

Receipts and shipments of wheat at the various markets during March, compared with March, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	218,257	1,988,027	432,197	1,927,670
Chicago	539,000	3,460,000	206,000	3,049,000
Cincinnati	187,307	186,551	163,831	138,285
Detroit	22,000	132,000	.....	.....
Duluth	208,246	314,332	279,773	207,327
Indianapolis	66,000	78,000	.....	25,000
Kansas City	648,000	2,875,000	735,750	4,642,650
Minneapolis	3,251,840	10,448,730	976,140	2,867,700
New York	386,600	8,434,000	670,293	4,921,095
Philadelphia	406,615	2,724,811	157,968	2,116,584
St. Joseph	115,970	146,630	.....	.....
St. Louis	739,263	2,924,733	629,160	2,435,030
San Francisco,	.....	.....	.....	.....
tons	3,094	4,762	.....	.....
Toledo	69,600	168,000	307,900	112,400
Wichita	308,400	484,800	10,000	234,000
Winnipeg	5,866,525	8,062,650	.....	.....

Corn Movement in March.

Receipts and shipments of corn at the various markets during March, compared with March, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	688,966	3,492,000	.....	3,460,186
Chicago	14,045,000	7,976,000	4,064,000	4,844,000
Cincinnati	1,169,046	883,007	476,289	614,972
Detroit	1,020,000	526,000	17,000	38,000
Duluth	88,010	10,150	83,435	1,500
Indianapolis	3,020,000	2,434,000	517,000	996,000
Kansas City	6,633,750	1,370,000	4,630,000	871,250
Minneapolis	3,212,330	1,536,420	2,089,910	1,462,860
New York	2,291,800	3,664,000	617,015	1,542,034
Philadelphia	431,447	626,827	123,120	265,240
St. Joseph	2,007,700	920,600	1,473,598	787,070
St. Louis	5,102,460	2,273,370	3,620,930	1,503,810
San Francisco,	.....	.....	.....	.....
tons	744	103	.....	.....
Toledo	634,800	313,800	159,500	113,100
Wichita	621,600	144,000	25,000	44,000

Oats Movement in March.

Receipts and shipments of oats at the various markets during March, compared with March, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	1,147,685	902,525	382,338	688,043
Chicago	9,699,000	10,692,000	5,934,000	7,928,000
Cincinnati	326,753	515,001	273,953	445,199
Detroit	262,000	262,000	90,000	228,000
Duluth	24,804	18,513	11,229	36,411
Indianapolis	1,883,000	1,332,000	477,000	313,000
Kansas City	1,518,100	513,400	702,000	1,584,500
Minneapolis	6,655,770	2,371,160	6,004,220	2,943,800
New York	1,144,000	3,090,000	347,348	1,108,082
Philadelphia	1,012,861	952,800	108,441	476,253
St. Joseph	134,633	112,500	51,987	89,990
St. Louis	4,790,000	2,420,800	2,969,610	2,033,430
San Francisco,	.....	.....	.....	.....
tons	1,245	2,618	.....	.....
Toledo	493,600	335,200	289,700	135,000
Wichita	88,500	24,000	72,000	20,000
Winnipeg	4,551,300	5,873,400	.....	.....

Rye Movement in March.

Receipts and shipments of rye at the various markets during March, compared with March, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	293,449	668,182	438,146	548,905
Chicago	482,000	453,000	201,000	335,000
Cincinnati	75,767	17,204	76,355	17,877
Detroit	53,600	10,000	25,000	57,000
Duluth	3,984	21,505	30,263	2,910
Indianapolis	53,000	5,000	6,000	.....
Kansas City	93,500	23,100	82,500	81,400
Minneapolis	1,095,250	407,590	734,850	251,320
New York	197,500	71,230	325,604	.....
Philadelphia	106,744	46,503	.....	45,001
St. Louis	88,082	23,100	34,700	20,220
Toledo	35,500	3,000	16,500	3,300
Wichita	18,000	.....	18,000	.....

Barley Movement in March.

Receipts and shipments of barley at the various markets during March, compared with March, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	9,489	314,429	.....	233,165
Chicago	2,245,000	1,959,000	971,000	671,000
Cincinnati	94,374	37,209	9,591	36,055
Detroit	.....	.....	12,000	8,000
Duluth	147,545	139,682	32,743	5,371
Kansas City	210,000	70,500	49,400	119,600
Minneapolis	4,735,900	1,405,140	2,822,620	1,304,970
New York	686,925	883,700	728,427	20,355
Philadelphia	96,104	.....	321,823	.....
St. Louis	190,580	28,800	161,820	2,180
San Francisco,	.....	.....	.....	.....
tons	5,716	6,107	.....	.....
Toledo	209,700	3,600	.....	.....
Winnipeg	865,800	366,600	.....	.....

New Sec'y Illinois Grain Dealers Ass'n.

W. E. Culbertson, the new sec'y of the Illinois Grain Dealers Ass'n, is a young man who has grown up in the trade and by actual experience of the trials and tribulations of the country grain dealer is well qualified to confine the work of his office to the promotion of the interests of the Ass'n and its members.



W. E. Culbertson, Delavan, Ill., Sec'y Ill. Grain Dealers Ass'n.

He was born at Delavan, Ill., May 4, 1882, and has resided there continuously except while attending Kenyon College, and the Military Academy at Gambier, O. He has served in the Illinois National Guard, with the rank of major.

Major Culbertson was graduated from the school of musketry and machine guns at Fort Sill, Oklahoma, and given command of the 123d machine gun battalion at Camp Logan, Texas, from which service he was honorably discharged Dec. 30, 1917, on account of physical disability.

His business experience has been with his father, W. J. Culbertson, grain dealer at Delavan, and he has handled all branches of the work incident to operating a country elevator. He likes the grain business, and will now give his entire time to the work of the Ass'n. He is married. His portrait is given herewith.

The office of the Ass'n will be maintained at Decatur, where it is Mr. Culbertson's intention to reside.

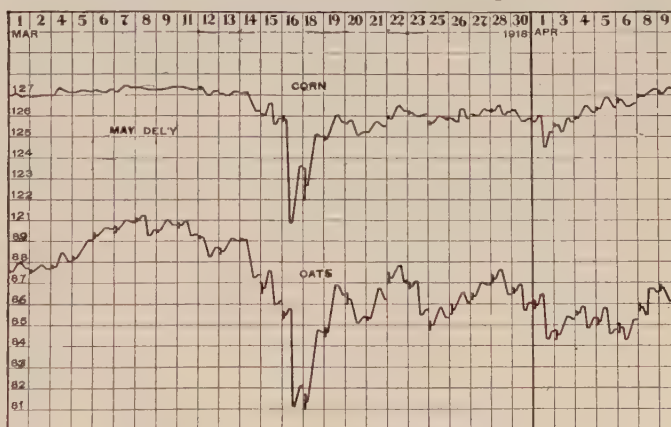
Feed Situation in New England.

Grain Dealers Journal: It has been a case of famine in feedstuffs in New England all winter long until now. Just at present we are having a feast and the transit grain and feed, which has been held up on side tracks for so long, is now all coming in and temporarily causing an over supply in some lines of feeds.

Nearly all New England dealers are attempting to supply the demand for table corn meal, which has increased greatly on account of the orders of the Food Administration. This means many alterations in our plants and some installation of new machinery.—H. K. Webster Co., Dean K. Webster, treas., Lawrence, Mass.

The Ohio Grain Dealers Fire Insurance Ass'n has suffered the loss by death of two of its valued assistants recently—Mr. Kane, the underwriter, and Mr. Carter, the legal adviser.

Opening, High, Low and Close at Chicago Since Mar. 1.



Daily Closing Prices.

The daily closing prices of oats and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY OATS.											
	Mar.	Mar.	Mar.	Mar.	Mar.	Apr.	Apr.	Apr.	Apr.	Apr.	Apr.	Apr.
Chicago	25.	26.	27.	28.	30.	1.	3.	4.	5.	6.	8.	9.
Minneapolis	85 1/4	86 1/4	87	86 1/2	85 1/4	83 3/4	85 1/4	85 1/4	84 3/4	85 1/4	86 1/4	86 1/4
St. Louis	85	85 3/4	86 3/4	86 1/2	84 3/4	83 1/2	85	85	84 1/2	85	86 1/4	85 3/4
Kansas City	86 1/4	87 1/4	88 1/4	87 3/4	85 3/4	84 3/4	86 1/4	86 1/4	85 3/4	86 1/4	87 1/4	87 1/4
Milwaukee	85 3/4	86 1/4	87	86 1/2	85 1/4	83 3/4	86 3/4	85 1/4	85	85 1/4	86 1/4	86 1/4
Winnipeg	93	93 3/4	94	94 1/4	93 1/4	91 1/4	93	93 3/4	92 3/4	92 3/4	94 3/4	94 3/4

	MAY CORN.											
	Mar.	Mar.	Mar.	Mar.	Mar.	Apr.	Apr.	Apr.	Apr.	Apr.	Apr.	Apr.
Chicago	127 1/4	125 3/4	126 1/4	126 1/4	125 3/4	125 1/4	125 3/4	126 1/4	126 3/4	126 3/4	127 1/4	127 3/4
St. Louis	126	126 1/4	126 3/4	126 3/4	126 1/4	125 1/4	126 1/4	126 1/4	126 3/4	126 3/4	127 3/4	127 3/4
Kansas City	126 1/4	126 1/4	126 3/4	126 3/4	126 1/4	125 1/4	126 3/4	126 3/4	127 1/4	127 3/4	127 3/4	127 3/4
Milwaukee	125 3/4	125 3/4	126 1/4	126 1/4	125 3/4	125 1/4	126 1/4	126 3/4	126 3/4	126 3/4	127 1/4	127 3/4

Business Conditions in the Country Grain Trade

As Reflected by Statistics Gathered by the Grain Dealers Fire Insurance Co., of Indianapolis

Agreeable to the recommendation of the Board at the last meeting, I have compiled the percentages based upon the statistics taken from the Personal Element reports, and take pleasure in submitting to you these figures. There is a total of twenty-seven questions, some of which we will omit on account of not obtaining full information in regard to some of them. For the purpose of comparison as between the two sections of the country we have divided it into the Eastern, covering Illinois, Indiana and Ohio, and the Western, covering all the states west of the Mississippi River.

Experience in Grain Business:

Experience in grain business has a very great bearing on the success of the business, and from the statistics gathered in the twelve states, we find this factor showing a very marked difference in the different sections of the country. For the purpose of comparison we have divided the question into four periods. One period less than five years; one period five to ten years; one period eleven to twenty years and one period twenty-one years and over.

	East	West	Ave. All
Less than 5 yrs....	21%	28%	26%
5 to 10 years.....	29	24	25
11 to 20 years.....	32	32	32
21 years and more..	16	12	13

A glance at these figures shows the Western territory being operated very largely by men with less than five years experience in the grain business, while the period from five to ten years shows that we have more dealers in the Eastern territory with that length of experience than in the Western. In the period of eleven to twenty years the percentages are identical, while for twenty-one years or more the Eastern section has more with that length of experience. These figures all indicate that the business in the Eastern territory is not subject to change in ownership as in the Western, which would indicate a more settled condition and permanency in the business.

Station Market Conditions:

These figures show the well settled state of the trade in general, but there is 22% of all stations that have not settled into stable methods of doing business and when segregated into Eastern and Western divisions again show that experience has demonstrated the following of unfair methods in business, and that altho competition may be kept in it does not follow that it must be unfair.

	East	West	Ave. All
Business fair	80%	76%	77%
Business unfair ...	2	12	10
Business keen	14	10	11

Station market conditions are reported fair on almost the same percentage of stations east and west, while unfair conditions only show 2% in the east while there is 12% in the west, and keen competition shows 14% in the east and 10% in the west. It is interesting to note that the greater percentage of unfair stations occurs in the state of Montana, with South Dakota next. Keen competition shows in the greatest percent. in Kansas with 23%, Ohio 19%, South Dakota 17%, Illinois 14% and Indiana 11%.

Office Equipment:

Equipment consists of all requirements necessary to the proper conduct of the business, such as a safe, typewriter, check protector, adding machine, moisture tester, weighing facilities, and etc. These figures show an astounding lack of appreciation of these facilities, and they are hard to believe, in so important an industry as the handling of grain. Divided again into the Eastern and Western sections, the figures are as follows:

	East	West	Ave. All
Complete with weighing out scales	25%	1%	7%
Not any weighing out scales .....	.8	2.1	1.7
Good with moisture tester	14.2	2.2	5.2
Good without moisture tester	34	45	42
Poor with moisture tester	2.2	3	2.9
Poor without moisture tester	17	25.5	23.4

	East	West	Ave. All
Poor without moisture tester or weighing out scales	4.7	18.1	18.7
No reports	1	2.3	2

These figures show the great need of weighing out scales and moisture testers. The average in all states is very low and while the percentage comparison between Eastern and Western territories shows more favorably to the Eastern, the figures are so poor for the country at large it would seem they should arouse every grain dealer to the necessity of proper equipment in his office and out of it. Almost 2% of all dealers have no equipment whatever and only 7% are fully equipped. Even those who have good average equipment, who equal 47.2% of the whole, only 5.2% of them have a moisture tester. 45% of the whole have what is considered a poor equipment, just enough to do business in some kind of a manner, of whom 2.9% have moisture testers and 42.1% have not, and 18.7% of those who have poor equipment have no weighing out scales. Now that the moisture tester is an absolute necessity to determine the grades of corn and wheat it would seem that every office should have it even at the expense of not having some of the other items considered a necessity.

In a comparison of states we find that the state of Indiana has the largest percent. of elevators with complete equipment; Illinois stands second; Ohio third; South Dakota fourth and Kansas fifth, while those not having any equipment Illinois has the largest percent. with Indiana and Kansas having the same percent. and South Dakota standing fourth.

Those with good equipment, including moisture tester, Illinois is first; Indiana second; Montana third; South Dakota fourth; Ohio fifth and Kansas sixth. Those having a good equipment without a moisture tester, Kansas stands first; Ohio second; Montana third, South Dakota fourth and Illinois and Indiana tied for fifth place. Those having poor equipment with moisture tester, South Dakota stands first; Montana second; Kansas third; Ohio fourth; Indiana fifth and Illinois sixth. Those having poor equipment with no moisture tester or weighing out scales, Montana stands at the head of the list; Ohio and Illinois tied for second place and South Dakota third. There seems to be great need for agitation for better equipment of the country elevators.

Bookkeeping Methods:

The following figures shows the percentages for the Eastern and Western sections and average for all states:

	East	West	Ave. All
Good	38%	47%	45%
Fair	42	43	43
Bad	1.8	1.5	1.6
Not any	3	0	1
No reports	14.7	8	9

Conditions are very much alike over the country except that we find those who keep no accounts whatever are limited to the Eastern division, but it is pleasing to find that 88% of the whole number reported on having a good to fair set of books, and still it is astonishing that more than 1.5% of all dealers have a bad system of accounting and almost 1% of all dealers have no system of any kind, and keep no records of their business. The peculiar feature of these figures is the fact that the Western division stands out a higher percentage of good bookkeeping methods than the Eastern division. By states, Montana stands first; Indiana second; Kansas third; Illinois fourth; South Dakota fifth and Ohio sixth. While Montana stands at the head of the list for good methods, it also stands at the head of the list for bad methods. Indiana comes second; South Dakota third; Ohio fourth; Kansas fifth and Illinois sixth.

In the methods of keeping books, we have selected some few items of greater importance than others, in order to determine that the country elevator man was keeping close watch of his business, and one of the questions that we have asked each one of the dealers is whether he keeps any book account of his in and out weights and in and out grades. The following tabulation of figures illustrates the practices in the different sections:

	East	West	Ave. All
All weights and grades	37.3%	69.5%	61.5%
In and out weights —no grades	36.3	24.1	27
Weights and out grades	12.7	.5	3.5
In weights, no out weights or grades	2.6	3	3
Miscellaneous items	4.1	2	1
No records	2.3	0	1
No reports	3	.1	1

A GREAT DEAL OF DISCUSSION has taken place at state conventions in regard to the practice of grain dealers making or having a record on their books which would show the in and out grades. In Bulletin No. 558 of the United States Department of Agriculture, contributed by the Office of Markets, on the subject of "Marketing Grain at Country Points," under the heading of "Cost of Operating a Country Elevator," the statement is made that a very few consider the loss through shrinkage. None were found who attempted to ascertain the loss through overgrading in making purchases. Therefore, it will be of interest to know that we have found that 61.5% of dealers do have an accurate account of the items of weights and grades. The disappointing feature is that 38.5% of dealers do not. In the division of territory we find 37% in the Eastern territory have such records, while 69% in the Western territory have them. Undoubtedly this great difference is due to the dockage system of the Western markets which compels elevator men to maintain an accurate system of accounting covering the question of weights, grades and dockage. 27% of the total have an account of their in and out weights and 1% have no record of any kind bearing on the subject.

In the comparison by states we find that the dealers having all weights and all grades, that Montana stands first; South Dakota second; Nebraska third; North Dakota fourth; Illinois sixth; Kansas seventh and Ohio eighth.

Those having only weights and no grades, Ohio stands first; Kansas second; North Dakota third; Nebraska fourth; Indiana fifth and Illinois sixth. Perhaps there is an explanation in this method of bookkeeping, in keeping these accounts, in the fact that a very large percentage of the grain in the Eastern territory is sold to interior points based upon their own grades, while that of the Western country is marketed at terminals where standard grades regulate the transaction and would indicate that the difficulty of adapting himself to the new conditions of Government standards now prevailing on corn and wheat would be a difficult problem for the Eastern grain dealer on account of having never had to grade to terminal standard on a great percentage of his receipts.

SHORTAGE, SHRINKAGE AND LOSS OF GRADES: Another question in regard to bookkeeping is whether the dealers kept any account in dollars and cents of shortage and shrinkage and loss of grades and realized what it meant to them in the expense of doing business. The following tabulation shows the answers to these questions in the sub-divisions of the territory:

	East	West	Ave. All
Record of loss by shortage and shrinkage and loss of grades	31%	37.3%	36%
Record of loss by shortage and shrinkage only ..	39	50	46
Record of loss by grades only	2	4	3.5
No record of such losses	24	8.5	12.3
No answers	3	1	1.3

On the previous question as to in and out weights and grades, we find that while 61.5% of dealers have records of weights and grades, only 31% have any account showing the losses they sustained through shortage, shrinkage and loss of grades. 39% take into account the shortage and shrinkage only; 2% consider only the losses on grades and 24% do not consider these items of loss, even after knowing what they are. These figures bear out the claims of the Government investigation to a large extent. The Western territory shows better than the average for the country, but both sections do not seem to realize the importance these questions have to the business and there is altogether too much guessing as to the actual cost of operating a country elevator.

By states we find that Ohio has the greatest per cent. of dealers who keep no records of these items; Kansas comes 2nd; Nebraska and South Dakota tied for 3rd place; Illinois 4th and Indiana 5th.

Those states who do keep a complete record of both items: Montana stands 1st; Indiana 2nd; Nebraska 3rd; South Dakota 4th; Illinois 5th; North Dakota 6th; Ohio 7th and Kansas 8th.

We find that the number of elevators that keep a record of their shortage and shrinkage range at a higher per cent. than those that keep all items. The importance of these two items mean more to the grain dealer than the question of loss of grades. We find that North Dakota stands 1st; Illinois 2nd; Kansas 3rd; South Dakota 4th; Indiana 5th; Ohio 6th and Montana 7th.

In the matter of records of loss by days and the cost of operating expenses, the following table shows the percentage of dealers who keep track of these items with their bookkeeping system:

	East	West	Ave. All States
Discounts and operating expenses ..	37%	36.6%	36.5%
Discounts only	2	.11	.58
Operating expenses only	42	37.3	53.5
No record whatever	14	3	6
No reports	3	7	2.5

In these figures we find that 79% of the dealers keep a record of operating expenses, but only 37% of them include the items of discounts as part of the cost of operation; 16% do not keep any records of operation and therefore have no knowledge of the cost of doing business. The showing between the Eastern and Western sections as to complete records shows almost an even balance, while those who have no records whatever are greater in the east than in the west.

The astonishing part of these figures is that 16% of the dealers, and we have no doubt but what this general average will hold good all through the country, have no record of their expense account. This undoubtedly accounts for the many radical claims made by many who say they can handle grain at a ridiculously low cost and the cost accounting system is becoming more important every day and it may not be very distant when country elevators will be compelled to inform the Government the exact cost of handling grain at their station, and the average figures will indicate the confusion that may ensue if such questions are asked.

One of the interesting questions that we have asked our policyholders is, "Do you read Our Paper?" and from the answers we find that 84% of the policyholders interviewed do read the paper. Indiana stands at the head of the list with 99%; Kansas is 2nd with 95%; Nebraska 3rd with 90%; South Dakota 4th with 88%; Montana 5th with 82%; Illinois and Ohio tied for 6th place with 88%. I doubt that any other house organ published in the country is read so generally as "Our Paper."

Finances: We divided the question of finances into four divisions. Those financing themselves and through local banks; those financing themselves through banks; those financing themselves through commission houses and those financing themselves through commission houses and banks. The following table shows these items in the different divisions:

	East	West	Ave. All States
Self and Banks....	91. %	39.4%	52.4%
All from Banks ...	3.	19.	15.
All Commission Houses .....	.6	33.	24.8
Com. Houses and Banks	2.3	8.	6.5
No. Reports	1.7	.11	1.

The question of financing business is of interest to us as an insurance company because of its bearing on the care of the property. It is surprising to note that 94% of the dealers in the Eastern territory finance themselves with the help of the local banks, while only 58.4% of the Western territory do so. 33% of the Western elevators are financed through commission houses, while less than 1% in the Eastern territory use this method.

The large percentage of commission house financing is done in territories confined to two or three terminal markets that are competitors and is done for the purpose of drawing business to those markets. Losses to commission houses are frequently very large and it is surprising that so much of it is done and in so many cases in a most careless unbusinesslike way. Many cases are known where failures have been made in the business and fires have occurred where it has been disclosed that the borrower began business on a shoestring for capital and should have had no credit extended without very close supervision.

The lack of supervision on the part of

some commission houses is the weakness of this method as they do in many instances make loans to those who have nothing at risk and such dealers cause their competitors much trouble and this tends to demoralize the business. It is only fair to say that many commission houses who make loans keep in close touch with the business of the borrower.

By states it is interesting to note that those who finance themselves and through local banks Kansas stands at the head of the list with 98%; Indiana, 97%; Ohio, 93%; Illinois, 84%, while South Dakota only shows 5%; Montana, 9%, and Nebraska, 9%. Those showing that they are financing their business entirely through commission houses, Ohio does not report such a case; Illinois less than 1%; Kansas not any, while North Dakota shows 85%; Montana, 63% and South Dakota, 46%. Some dealers use commission houses and banks combined. Under this division we find that Ohio does not report such a case; Indiana, 1%; Kansas, 2%; Nebraska, 5%; Illinois, 6%; North Dakota, 14%; South Dakota, 23%, and Montana, 27%. This question was answered within 1% of the total number of dealers interviewed.

Driving the country to buy grain is one practice we thought was practically extinct, but we find that of all the dealers interviewed, 5% as an average follow such practices. We find this practice followed by a larger per cent in Illinois, which shows 12%; Nebraska, 9%; Indiana and Ohio, 8% each; Kansas, 7%, and South Dakota, 1%. This practice perhaps will show a larger percentage in the extreme western country, such as Colorado and Montana, when complete records are gathered, as on the few that we have gathered from Colorado we find that 17% show this practice.

Driving the country to buy grain is one of the old bad practices of the business that led to much trouble between dealers and it is surprising that there still remains 5% of the dealers who still follow it. It is still more surprising that of all the dealers we find that 9% in the Eastern territory follow this practice while only 4% do so in the Western. The percentages are small but when you consider that there are perhaps ten thousand elevators in the country with perhaps an average of two at a station, it will figure out that there are some five hundred houses affected directly and some three thousand houses affected indirectly.

Buying Practices: Under this heading we asked the question if they bought grain on Government grades or terminal grades; if they over-graded in the purchases or if they did not buy on grades, and the following table shows the percentage in the different sections:

	East	West	Ave. All States
Buy on Government grades or terminal grades	60%	73%	70%
Over grades	14	2	5
Does not buy on grades	25	8	12
No Reports	1	17	13

The division of the territory shows the Western section paying more attention to the practice of buying by grades as 73% follow that practice while only 60% in the Eastern section make an endeavor to grade their purchases; 14% over grade and 25% make no effort to grade. In the Western territory only 2% over grade and 8% make no effort in this direction.

These percentages follow very close to those on the question of accounting on the in and out weights and grades, as the average in all states who kept account was 61.5% while in the above it is 70%. In other words, 70% of the grain marketed in the country is bought according to the trade standards and 30% of it is not, and that only about 10% of the purchases in the Western section are either not graded or over graded, while 39% of it in the Eastern section is not graded to trade requirements. It is hard to understand why grain that must be sold to meet certain standards should not be graded to those standards by the purchaser. A great deal of grain in the Eastern territory goes to interior markets which may account to some extent for the lack of grading, as these dealers buy according to the demands of their trade.

Contracting from Farmers: On the question of contracting grain from the farmers, we find that 47.5% of the dealers do not contract in any way for grain, either for long or short periods, being content to buy it as delivered to market, but 39% do contract, some of whom contract by the acre before and after maturity, some by bushels without designating any grades, while others designate bushels and grades.

The following table is of interest in showing to what extent contracting is followed and how it is handled in different sections of the country.

	East	West	Ave. 12 States
Do not contract....	29%	54%	47.5%
Contract short periods by—			
Bushels .....	.1	2	2
Acre .....	.1	0	.1
Grades .....	.1	.1	.2
Bushels & grades	39	22.2	25.6
Contract before maturity by—			
Bushels	2	1	1
Acres	1	0	.2
Grades .....	.1	0	.1
Bushels & grades	27	4	10
No answers	1	17	13

This table shows 25% more dealers in the Western refuse to contract than in the three Eastern states, while 16.5% more in these states contract for short periods by bushels and grades than in the Western section, but the surprising thing is that 27% of the dealers in the Eastern section contract before maturity of the crops while only 4% do so in the Western section.

It is pleasing to note that the practice of contracting by the acre is almost a thing of the past as only about .3 of 1% of all dealers continue this practice. By states it is interesting to note that of those who do not contract Montana shows the greatest percent., being 63%; South Dakota 61%; Kansas 56%; Indiana 43%; Ohio 41%; Nebraska 38% and Illinois only 3%.

Those who contract for short periods by bushels and grades shows Indiana and Ohio 42% each; Illinois 33%; Kansas 30%; South Dakota 27%; and Montana 18%. Those who contract for bushels and grades before maturity of crops, Illinois shows 58%; Ohio 13%; Indiana 10%; Kansas 4% and South Dakota 1%. Those who contract by the acre, Illinois shows 2%; Ohio 1%, which shows that the practice is still followed to a small extent.

Cash Advances on Contract and Book Accounts:

On the question of making advances to farmers, the figures show that 63% of the dealers do not advance money either on contracts or otherwise; 8% do not answer the question and 28% of the dealers still continue to do a banking business for their patrons. Of this, 28%, 16% charge interest on the advances they make and 12% do not charge interest, 12% of the dealers advance money on open book accounts with no contract or note as security. The table below illustrates the prevalence of this practice in the different sections of the country:

	East	West	Ave. All States
Do not advance money	23%	76%	63%
Charge interest on advances	48.3	4.38	15.9
Do not charge interest	22.3	8.86	11.5
Not answered	4	9	8

Advances on open book accounts in each section of the country are as follows: In the Eastern section 42.6%; Western 1.6% and the average of all states 12%.

Elevators Selling Side Lines:

The following table shows the extent that selling side lines enters into the conduct of the grain business:

	East	West	Ave. all States
Sell and charge interest on book a/c	21%	11.5%	14%
Sell and do not charge interest...	63	47.5	51.5
Do not handle side lines	8	29	24
Not answered	6	11.3	10

We find almost 66% of all of the elevators handle side lines of some kind, but only 14% charge any interest on their open book accounts and about 52% do not charge interest. This practice undoubtedly constitutes an immense drain on the profits of the business both in the loss of interest and the loss of accounts.

Storage, Free Storage, Fire Liability and Charges :

The following table gives the percentage in the different sections on the practice of storage and the assumption of fire liability:

	East	West	Ave. all States
Do not store grain.	81%	36.6%	47.7%
Do store grain.....	17	61	50
No answers	1	3	2
Free storage	12.2	15	15.9
Assume fire liability	15.5	37.6	32.3
Receipts so state...	4.5	40.6	33.5
Charge for insurance	7.9	44	36.6

The figures on this question are interesting because we have divided the subject many ways in order to arrive at the liability of the owners of elevator property in case of fire, also to determine the number of elevators doing a storage business without compensation. We find that 47.7% of all dealers do not store grain and 50% of them do, while 2% have not answered the question.

This means that fifty elevators out of each one hundred give their facilities for handling grain to their patrons either free or at some charge. Of these fifty elevators we find that sixteen, in round numbers, store grain free and thirty-four receive some compensation. Of the sixteen elevators we find seven of them assume the fire liability and nine of them do not. Of the seven who assume the fire liability only one issues a receipt that so states and six of them do not so state in their contract. Of the nine elevators that do not assume the fire liability we find that eight of them issue storage receipts that so state and one of them does not, and notwithstanding the fact that seven assume fire liability and nine of them do not, we find that thirteen of them make a charge for insurance and three of them do not make any charge for this expense.

Of the thirty-four elevators that charge for storage, twenty-six of them assume fire liability and at twenty-four of them the storage receipt so states. Eight elevators that store grain and charge for it do not assume fire liability, but do not so state in their storage receipt.

These figures mean that out of fifty elevators where grain is stored, seventeen of them do not give a storage receipt that protects themselves or their patrons in case of loss by fire. The assumption of the fire liability is regulated by law in some states. This is the reason for a larger percentage of the whole showing a greater per cent in the Western section than in the Eastern, as some of the western states have laws compelling the elevator man to receive grain for storage and protect it by insurance. The division of the assumption of fire liability between east and west, as you will note by the above table, shows that 15.5% of all dealers in the Eastern territory that store grain assume fire liability, but that only 4.5% of the receipts that they issue so state, while in the Western territory 37.6% of the dealers assume fire liability and 40.6% of the dealers issue receipts that so state.

Your attention is called to the fact that 15.9% of the elevators throughout the country store grain free. This bad practice is about equally divided between the Eastern and Western sections, there being 12.2% in the east and 15% in the west.

Selling Practices: The selling practices of dealers in the different sections is a difficult question to arrive at, but from the figures of those who have answered the question we find that 82% of the dealers consign a part of their purchases and only about 2% do not use the consignment privilege. Of those who follow the practice of consigning, 62½% do more or less selling on track and 19.5 do not; 46.6% avail themselves of the to arrive bids and 35.4 do not.

The figures on hedging disclose the extent that grain dealers used the option markets in the conduct of their business, as we find that 44.9% of all dealers hedge their purchases from time to time.

Short Selling of Cash Grain: Short selling of cash grain is a very common practice in the Eastern section as compared with the Western, as 22% of the dealers east sell more or less grain short, while only 2% in the Western follow the practice. The average for all states is only 7.25% who sell short and 79.75% who do not sell short. The practice is followed entirely in Kansas, Ohio, Indiana and Illinois, other states not showing that any follow the practice. In Ohio 30% of the dealers follow the practice; Illinois, 17%; Indiana, 11%; and Kansas, 13%. These percentages all claim to sell short in a small way and not to any large extent. Those who follow the practice extensively are confined to the same states and 5% of the dealers in Illinois do an extensive business in short selling; 3% in Kansas; 1% in Indiana, and 1% in Ohio.

Option Trading: Trading in options from a speculative standpoint is supposed to be a common fault of a large percentage of grain dealers, but our figures show that only 6.4% of them trade in options, while 88.6% do not. However, many dealers use the options as a hedge, but do not speculate in them. The figures by states are interesting as they show that 23% of the dealers in Illinois trading in options for speculative purposes; 19% in Kansas; 11%

in Indiana; 9% in Montana; 8% in Ohio; 5% in Nebraska, and 2% in South Dakota. In the divisions of the country we find that 14% of all grain dealers in the Eastern section trade in options, while 4% trade in options in the Western section. It is somewhat surprising that so many dealers admit their speculative accounts, as it was the supposition that very few would reveal this practice.

Holding Grain for Carrying Charge or for Raise in Market: The following table shows the results of the practice of holding grain at the country elevators:

	East.	West.	Average all states.
Both	%	%	%
Carrying ch. only 4	30	13.4	17.5
Raise	28	16.6	19.5
Neither	24	55.9	48
No reports	13	13	13

We find that it is the practice of 17.5% of all elevators to store grain either for carrying charge or raise in the market. The practice followed in the different sections show 30% of the dealers in the Eastern and 13.4% of the dealers in the Western follow this practice. However, those who carry for carrying charge alone are a very small percentage of all the dealers, only figuring 1.5%, while 19.5% of all dealers carry grain for the raise in the market. The division between sections show that 28% in the Eastern and 16.6% in the Western speculate on cash grain, while we find that 48% of all dealers do not carry grain either for carrying charge or for the raise. 24% of all dealers in the Eastern section do not carry grain and 55.9% in the Western do not carry grain. These figures show a very high percentage of merchandising grain men who buy and sell on the markets from day to day their purchases. The surprising figures are those showing the number of dealers who carry grain for the carrying charge only, as it shows a very small percentage of dealers who prefer to handle their business from a sure standpoint and the great percentage who prefer to speculate on cash grain rather than to speculate in options.

Cut-Offs: The practice of making cut-offs at stations more than once a year does not seem to be general, as we find that 44% of the dealers do not make cut-offs except at the end of each year; 39.7% of all dealers make cut-offs more than once each year, while there is 6.8% of all dealers never attempt to make a cut-off from year to year. The following table shows the divisions as between the different sections of the country:

	East.	West.	Average all states
Does not	%	%	%
More than once each year	15.3	4	6.8
Each year	57	34	39.7
Not answered	25.7	50	44
	1	1	1

We find that those who do not make cut-offs from year to year show a greater percentage in the Eastern section than in the Western. It also shows that the Eastern section has a greater percentage who watch their cut-offs closer than in other sections, as more than 57% of all dealers make cut-offs as often as possible, while 25% make cut-offs at least once a year in the Eastern section.

Arrange Silver Anniversary of Illinois Ass'n.

J. H. McCune, of Ipava; Victor Dewein, of Warrensburg; E. M. Wayne, of Delavan; E. E. Schultz, of Beardstown; and Sec'y W. E. Culbertson, of Delavan, Ill., were in Chicago Apr. 10 conferring with a com'te of the Chicago Board of Trade and consummating arrangements for what will be a fitting celebration of the Illinois Grain Dealers Ass'n's 25 years of successful Ass'n effort.

ALTHO THE UNITED STATES raises about 60 per cent of all the corn of the world, and Argentina raises no more than Illinois, the United States was actually importing large quantities of Argentina corn. Shipping Board experts have figured out that the amount of shipping tied up by this unnecessary traffic would suffice to transport about 2,000,000 bus. a year to the army in France.—*War Trade Board.*

Western Grain Dealers Will Meet.

The Western Grain Dealers Ass'n will hold its nineteenth annual meeting at Ft. Dodge, Apr. 18-19, 1918. Headquarters Commercial Club Rooms, Wakhonsa Hotel.

Thursday, 11:00 A. M.

General Reception—Market Quotations.

Thursday, 1:30 P. M.

Address of Welcome—R. O. Green, Secretary Ft. Dodge Commercial Club.

Response and Annual Address—S. W. Wilder, President, Western Grain Dealers Ass'n, Cedar Rapids, Ia.

The Grain Trade Under War Conditions—E. C. Eikenberry, Pres. Grain Dealers National Ass'n, Camden, O.

A Heart to Heart Talk—J. J. Stream, Second Vice-Pres., Food Administration Grain Corporation, Washington, D. C.

Thursday, 6:30 P. M.

Wakhonsa Hotel Banquet Hall.

Banquet Dinner—\$1.50 each plate.

Toastmaster—Clifford V. Cox, Attorney, Western Grain Dealers Ass'n., Des Moines, Ia.

Patriotism—Mr. Robert Healy, Ft. Dodge, Ia.

Personal War Experiences—D. C. Kent, Rolfe, Ia. Late Lieutenant, Canadian Expeditionary Forces.

Grain Dust Explosions, Their Causes and Prevention—C. H. Bailey, U. S. Bureau of Chemistry, Washington, D. C.

Friday, 9:30 A. M.

Secretary-Treasurer's Report—Geo. A. Wells, Sec'y-Treas., Des Moines, Ia.

Report on Insurance—Jay A. King, Pres. Western Grain Dealers Mutual Fire Insurance Ass'n., Des Moines, Ia.

Federal Supervision Grain Inspection—Representative Department of Agriculture.

General Discussion conducted by Sec. Geo. A. Wells: Report of Interstate Commerce Commission on Loss and Damage Claims, Docket 9009.

Interest Charges Against Shipper's

Friday, 1:30 P. M.

Report of Auditing Committee.

Report of Committee on Resolutions.

Report of Committee on Nominations.

Adjournment.

Lumber Ban Not to be Applied to Elevators.

A Washington dispatch of Apr. 5 announced that "The war industries board has had a priority order issued prohibiting all shipments of lumber except those needed for aircraft, ships and the army and navy."

However, this order is not likely to interfere in the least with the construction of new or the repairing of old grain elevators, as they are essential to the food industry and the conduct of the war.

John R. Mauff, sec'y of the Chicago Board of Trade, says "This embargo may apply to grain elevators. Exemption should be obtainable, as food is an essential. At the time of the fuelless Mondays an exception was made in favor of elevators by giving them coal to keep running. In the same way we will help grain dealers to get lumber for elevators."

E. W. Lloyd, ass't sec'y Illinois State Council of Defense: "This is one of the broad orders issued by Mr. Baruch, and naturally he contemplated exemptions. Grain elevators are an essential war industry and there should be no trouble whatever to get special permission for a shipment of lumber for an elevator. In Illinois this will be promptly handled by Robt. Stevenson, of the State Council of Defense, Conway building, Chicago."

Howard Jackson, vice-pres. U. S. Food Administration Grain Corporation:

On request of grain dealers needing lumber for elevators we will put up the matter of special permit to the proper authorities in the East, and obtain a G. O. C. permit. We have done so for shipments of grain driers. There are not very many cases where elevator men have needed help and we have been able to take care of all of them. Only recently I got a permit for a man to ship two cars of sawdust needed to pack ice. There should be no trouble to move lumber for elevators.

New Future Trading Regulations Effective.

On Apr. 9 the directors of the Chicago Board of Trade made the following announcement:

Trading in corn to be delivered in store in Chicago (on and after June 1, 1918) by grade alone, in accordance with amendment to Section 3 of Rule XXII, approved by ballot vote of this Ass'n on Saturday, Apr. 6, 1918, will be inaugurated with the opening of the regular session of this Ass'n, on Thursday, Apr. 11, 1918.

On July 11, 1917, the Board of Directors prohibited members from entering into any contracts for corn, by grade alone, for delivery during any month in the year 1918, at a price in excess of \$1.28 per bushel.

At the regular meeting of the Board of Directors, held today (Apr. 9, 1918), this action of July 11, 1917, was rescinded, so far as contracts for corn in store by grade alone, entered into on and after Apr. 11, 1918, for delivery on and after June 1, 1918, are affected.

The fundamental basis of these new contracts is the removal of the necessity for maximum prices and the complete regulation and control of the trading in such contracts through restrictions surrounding and limiting the extent of such contracts by any individual, firm or corporation, except for hedging purposes.

When such limitation of the size of contracts has been fixed by the executive officers of this Ass'n members are then and there prohibited from executing or holding a contract open either during a session or between sessions of this Ass'n for the account of any individual, firm or corporation in excess of whatever that permissible amount at that particular time may be.

The number of bushels of a speculative contract permissible, will be under the direct control and decision of the executive officers of this Ass'n, and will be applied so as to provide at all times a market sufficient to take care of all actual hedging requirements.

Therefore, contracts not for hedging purposes may be consummated between members according to the rules and regulations of this Ass'n, and the regulations and resolutions of the Board of Directors pertaining thereto, during the usual trading hours in the exchange hall, for the account of individuals, firms and corporations, but only in amounts that will not exceed in the aggregate, the limitation to be established from time to time by the executive officers of this Ass'n, for any individual, firm or corporation; provided, however, that any contract that is the basis of a hedging operation shall be unlimited in amount, but not incommensurate with the requirements of such cash grain dealer, exporter or manufacturer, and unrestricted in any other manner whatsoever, except that corn and corn products shall not be hedged in oats, nor oats or oats products in corn; nor shall any grain of the products or admixtures of grain other than corn and oats be a proper and permissible basis for a hedging operation in those markets.

In addition to the permissible and limited contracts over and above those for hedging requirements, an amount up to this same limitation may be bought or sold against a reverse operation in another market, known as a "spreading" contract; but, whether in connection with one or more outside markets the total amount so spread must not exceed the permissible limitation established by the executive officers of this Ass'n.

"Spreading" in either corn or oats between different deliveries, as well as spreading between oats and corn in the Chicago market, is prohibited.

In determining the nature of a hedging contract, in addition to those outlined above, the direct manufactured products of corn may be hedged as corn, and likewise the direct products of oats as oats.

Hedging may also be entered into in connection with the feeding of live stock but not beyond the sixty days' requirements as contemplated by Rule 13 of the General Rules promulgated by the United States Food Administrator.

These same restrictions apply to contracts for deferred acceptance, whether daily or weekly, otherwise known as "Indemnities"; and, neither can a member assume such contracts in addition to contracts already in operation in such a way as to place the principal at any time in a position where his open interest, except for hedging purposes, might exceed the limitation.

At the present time, and until further notice, the permissible limitation is 200,000 bushels each of corn or oats in all open future trading months in the Chicago market.

New Trading Regulations Approved.

John R. Mauff, sec'y of the Chicago Board of Trade, has just received the following letter from the United States Food Administration under date of Apr. 6:

The question of maximum price on futures was discussed with Mr. Hoover yesterday. He believes no maximum price should be placed on the new plan futures, and that they should be left free so that millers and users of corn may be protected in their operations and have the actual corn delivered to them as they intended when purchase was made. I contended that there was no necessity for maximum prices, that the power of the executives to increase or decrease the speculative limit could be exercised so as to make trading safe and sane, but should it be necessary to check trading because of an advancing market to abnormal price levels, it would be best to stop all new trading and leave the market open for the closing of contracts only.

Mr. Hoover's views accord with the above, though he made the suggestion that possibly the exchanges might evolve some other plan of operation in case the present one fails.

Yours truly,

United States Food Administration,
By J. J. Stream, Chief, Coarse Grain Division.

Grain Rate Increases.

Local and reshipping rates from Chicago and other markets to points in Indiana, Ohio, Michigan and other points west of and including the Buffalo-Pittsburgh line will be increased by tariffs now being compiled by the carriers. The increase also will apply to rates to Chicago and other markets from all points east of the Illinois-Indiana state line.

The difference between this increase and that to Eastern Trunk Line Territory is that the increase via most of the carriers to Eastern territory had already been published, the tariffs being held under suspension, the order of suspension being vacated by the Interstate Commerce Commission as of March 25, 1918, making the advanced rates effective on that date. Where tariffs had not been published the railroads are compiling them and they will be effective on five days' notice.

Increased rates, it is understood, will apply as of date of shipment from point of origin in the country.

Corn Exports to Canada.

To expedite the granting of export licenses an agreement has been reached between the Food Administration and the Canadian Food Controller which provides that on and after Apr. 1 applications for the exportation of corn to Canada for feeding or manufacturing purposes, the application must be accompanied by a Canadian import license, permitting the consignee named in the application to import the quantity specified therein.

Application for license to export should not be made until the prospective importer furnishes the import license which should be securely pasted to the back of the export license. Export license will bear the notation and must be accompanied by the indorsed grain inspection certificate referred to in War Trade Board Regulation No. 46, of Feb. 10, 1918.

Excessive Wear of Bearing.

The journals of boot pulleys run in bearings that are covered with dirt and usually hard to reach. That more trouble is not experienced with the boot pulley bearings is surprising, but is probably due to the fact that the head pulley is really carrying the load, the boot pulley being little more than an idler.

Tightening the belt can greatly increase the stress on the boot pulley, as happened in the elevator of Homer Andrews at Walker, Ill., recently. They tightened the belt rather tight to elevate corn. The weather was such as to cause the belt to become more taut. The distance between center of head and boot pulleys was 80 feet. A squeak was heard during the day while the leg was running, but it could not be located.

Next morning the squeak was again heard and located in the bearing of the boot pulley, where a man was stationed with a can of oil to keep the bearing from running hot, as they were under urgent necessity of loading out some grain.

Altho a quart of oil was used the journal in a short time cut its way thru the top of the bearing, forcing them to stop the machinery.

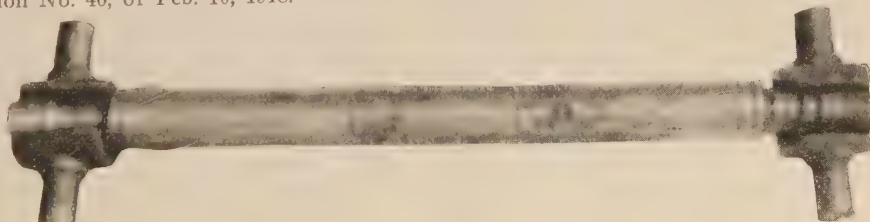
It is thought that the excessive wear was due to gritty dirt having worked into the box, and that on account of the unusual upward pull of the tight belt the grinding effect was concentrated on the upper part of the bearing, which when worn thin gave way.

Plenty of oil apparently is no remedy, unless the oil is going to the right spot and the bearing is free from grit. In this case the oil was not reaching the bearing, for investigation disclosed that the 1/4 inch pipe conveying oil to the bearing had become filled with dust which the oil did not penetrate. Mr. Andrews always made it a practice to have every bearing oiled twice a day, but the man oiling neglected to see that the oil reached the bearing, and the metal cap on the oil pipe had been left off some time, allowing the dust to get in.

After this shaft had pulled thru the bearings the other boot was examined and found to be in practically the same condition. In replacing the bearings a decided improvement was made by adding a grease cup in place of the cap cover. It is a simple matter to turn down a grease cup, and it eliminates the possibility of a dirt choke-up in the oil lead.

Old-style machinery may be continued in service as long as it continues to run; but on the first symptoms of a giving out that a little care and attention can't correct, the out-of-date equipment should be discarded. Besides the delay due to breakdown there is the possibility that the friction developed may start a fire destroying the elevator.

All manufacturers of elevator machinery now supply elevator boots of cast iron or steel with adjustable take-up boxes that are dust proof.



Bearings of Boot Pulley Worn Thru.

War Affecting the Grain Trade.

A NEW plan for government handling of the wheat crop is rumored.

THE GERMANS have seized 54,000 tons of grain at Poltava and it is being exported to Germany.

A PUBLIC meeting was held at Winnipeg by the Board of Grain Commissioners April 2 to receive and discuss opinions as to rules and regulations governing the marketing of next season's crop.

FINAL ACTION on the Webb export bill permitting American exporters to form combinations in extending their foreign trade was taken April 6 by congress and the measure went to the president.

JAPAN produced an excellent wheat crop in 1917 and outlook for the 1918 crop is said to be satisfactory. Production was 34,745,380 bus. against a production of about 30,143,201 bus. in 1916.

THE WHEAT price in western Canada has been fixed at \$2.21 for No. 1 northern at Ft. William and Port Arthur by the Board of Grain Supervisors. It is said the price will be guaranteed at once by the government.

REFUSAL to sell the government 7,000 bus. of wheat at \$2.75 per 100 lbs. resulted in the seizure of the cereal by Nevada State Food Administrator H. A. Lemmon on March 28. The wheat was owned by Patrick Walsh, Reno, Nev.

GRINDING of grain in Italy has been put under official control by a recent order by the commissary general, and grinding may not be conducted except under authorization from the prefect of the Province, who is to establish rules governing grinding of stocks.

NEGOTIATIONS between Germany and Switzerland are still proceeding with regard to convoys for American grain ships for Switzerland. It is said that Germany is ready to grant free convoy only for ships under the Dutch flag, but not under the American flag.

WAR RISK insurance rates advanced Apr. 2 for the first time in a year. Private brokers quote 4 per cent, against a former rate of 3½ on belligerent ships destined to ports in the United Kingdom. The rate on unarmed neutral vessels is raised from 6 to 8 per cent.

FARMERS holding wheat for the \$2.50 price, provided in the Gore amendment to the agriculture appropriation bill, may have their stocks requisitioned. It is claimed that already 180,000 bus. of wheat in the hands of New Mexico farmers has been requisitioned on the ground that the holding was aiding the enemy.

CEREAL exports by the United States up to March 15 were 800,000 tons behind the schedule that had been mapped out. Much of the corn which it had been planned to export was so delayed by transportation difficulties that wheat, which earlier in the year had been given priority, had to be sent abroad to avert famine.

AT A MEETING of the Food Administration it was decided that farmers had to get their wheat out by May 1 in Illinois and May 15 in Wisconsin. We desire them to do this voluntarily, and if we have to requisition the wheat the expense of getting the grain out, including hire of trucks, will be charged up to them. We are having no trouble with getting grain from dealers having wheat in the elevator, as they are willing to sell, and our difficulty is to provide them with cars.—Howard Jackson, vice pres. Food Administration Grain Corporation, Chicago, Ill.

OUR FARMERS should not be hogs. Better sell your wheat before our government buys elsewhere. Pacific Coast and Japan are turning out some ships which may move Australian wheat. They have cornered the mice there. Look at the corn receipts compared to a year ago. There will be plenty.—C. A. King & Co.

WHEAT fed to live stock is reported by the Bureau of Crop Estimates to have been 2 per cent of the production. Fully half of the amount so used was inferior or musty wheat unfit for milling. Montana fed 7 per cent of its wheat crop to live stock, in some sections feeding of wheat being necessary to prevent stock from starving.

RYE FLOUR has been listed among the substitutes available for Victory bread, but the bakers were warned that it would be removed from the list on March 31. The Food Administration, after careful consideration, has determined not to extend the period during which bakers have been allowed to use rye as a substitute for wheat flour.

WE ARE SHORT 45,000,000 bus. in the cereal products we undertook to supply the allies. During the last three months we have fallen far behind in movement of foodstuffs from the farms to storage centers.—Herbert Hoover. If the F. A. will strike off the shackles that prevent the grain dealer from buying and storing the farmers' grain there will soon be piled up in terminal markets the greatest accumulation of cereals the world has ever seen, at the command of anyone who has the price.

THE HERN MILL & ELEVATOR CO., operating a small mill and elevator at South Hutchinson, Kan., and principally owned by George Hern, was the first southwestern mill to be disciplined by the Food Administration. Orders were issued recently withdrawing the company's right to operate its mill under license because of its rebellious attitude in complying with the requirements of the Milling Division and Grain Corporation. Later, upon making amends and upon pledges fully to comply with all regulations in future, the mill was permitted to resume operation.

A COMMITTEE has been appointed by Charles A. Krause, pres. of the American Corn Millers Federation, to co-operate with and assist Scott F. Evans, chairman of the Corn and Corn Products Division of the Food Administration. The committee is composed of the following men: Scott F. Evans, advisory chairman; H. Bates, Jr., chairman; J. H. Douglas, Quaker Oats Co.; George F. Booth; L. J. Licht; Charles A. Krause, Milwaukee; J. W. Craven, St. Joseph, Mo.; W. W. Marshall, Kansas City, Mo.; W. N. Adams, Arkadelphia, Ark.; Wade Wood; Samuel H. Campbell; and Edward Evans.

ELEVATOR OPERATORS of Canada are responding to the request to aid in the production of greater crops this year. Canada's Food Controller advised them that North America must furnish 1,100,000 long tons of food per month to prevent actual want in Europe, of which 70% must be wheat or wheat products, a monthly requirement of 30,000,000 bus. of wheat or the equivalent in products. Elevator operators are requested to help produce wheat, as well as to handle it, and to suggest a time for closing the plants which will be the most suitable for aiding the farmer in seeding, to suggest, also, other ways for co-operating or to give reasons, if any, why the elevator man cannot co-operate.

GERMANY's military authorities are said to be giving favorable consideration to the idea of commandeering the entire national grain crop, the grain to be taken over thru the agricultural societies. The War Food Department does not believe this action will destroy the grain trade, but members of the grain trade are vigorously protesting and predict that if the arrangement is carried thru there will be a collapse of the whole scheme of food supply.

AMERICA's bread ration was reduced one-half Mar. 23 by order of the Food Administration. Monthly consumption of wheat is to be 21,000,000 instead of 42,000,000 bus. Householders are to use not to exceed 1½ lbs. per week of wheat products, or 1¾ lbs. of Victory Bread, with a further allowance of ½ lb. of cooking flour, macaroni, crackers, pastry, cakes, pies, etc., making the combined wheat products ration 2 lbs. per week per person.

CHARGED with selling wheat flour without at the same time selling flour substitutes, with selling wheat for chicken feed, and with obtaining higher prices for wheat feeds than prescribed in the regulations, the license of the E. Chapple Company, operating a flour mill and elevator at Belding, Mich., was revoked for three weeks, dating from Mar. 25. Action was taken by State Food Administrator Prescott, after a conference with M. L. Ousterhout, manager of the company.

A FLAT rate of 35c per lb. is said to have been paid for 700 bales of cotton at Montgomery, Ala., recently, thus breaking all records since the Civil War. The amount involved was \$192,500 and is the largest sale at 35c since the war.

POPCORN averaging \$270 per load in value, and bringing a total of \$9,200 at \$8.10 per 100 lbs., was the delivery made by a farmer near Ida Grove, Ia., recently, and it is said that he still has several tons of the corn from his 1917 crop.

Comparative Rise in Cereals.

Since the Senate has undertaken to give the farmer an adequate reward for growing wheat the Food Administration is bringing up arguments to prove that wheat has advanced relatively more than other cereals.

Dr. Raymond Pearl, statistician of the F. A., by starting with hand-picked data shows that from pre-war times wheat has advanced 131 per cent and corn 109 per cent, oats and barley 105 per cent.

The office boy digs into the Government Monthly Crop Reporter for February and discovers that "the average of prices received by producers of the United States" on Oct. 1 was \$2.006 for wheat and \$1.75 for corn, and that the average price for the five years 1910 to 1914 on Feb. 1 was 88.3 for wheat and 59.5 for corn, according to the same Reporter. Thus the rise in wheat was \$1.11 and corn \$1.15, 126% for wheat and 193% for corn, respectively, or just the opposite of what Doctor Pearl undertook to demonstrate.

A "Board of Trade sharp," as Senator Reed denominates them, picked out the November high price as reported by the Government, \$2.29 for corn and \$2.17 for wheat at Chicago, and using the Doctor's own pre-war figures, .868 for wheat and .665 for corn, showed that the increase in corn was 250 per cent and in wheat only 160 per cent.

Cotton, barley and flaxseed have also advanced more than wheat.

Suits Under Kansas Reciprocal Demurrage Law.

Two suits under the Kansas reciprocal demurrage act were decided by the Supreme Court of Missouri Feb. 16, 1918, one in favor and one against plaintiff.

L. L. Coryell alleged 99 days' delay at \$5 a day, actual damages amounting to \$58.50, and asked \$100 as an attorney's fee. He got judgment against the Atchison, Topeka & Santa Fe Railroad Co. for \$504.50 and \$100 fee, and on appeal by the railroad company from the circuit court of Jackson County this was affirmed, but with a deduction of the attorney's fees.

The courts of one state will not enforce the purely penal statutes of another state, and the defendant alleged the Kansas statute was penal, and that the provision of an attorney's fee was contrary to the federal constitution. The latter contention was upheld by the court, but the court said:

Penal laws, strictly and properly, are those imposing punishment for an offense committed against the state, and which, by the English and American Constitutions, the executive of the state has the power to pardon. Statutes giving a private action against the wrongdoer are sometimes spoken of as penal in their nature, but in such cases it has been pointed out that neither the liability imposed nor the remedy given is strictly penal.

That language was used with reference to the question now under discussion. We have been cited to no authority contrary to that ruling. We hold that the Kansas statute is not penal in the sense which forbids its enforcement in this state.

The Frizell Grain & Supply Co., which had recovered judgment in the circuit court of Jackson County against the Santa Fe railroad company for \$2,120 and a \$200 attorney's fee, lost its suit in the supreme court because the law of Kansas bars after one year a suit upon a statute for penalty or forfeiture, and if a suit can not be brot in Kansas on a Kansas statute it can not be brot in Missouri. The court said:

We held in the Coryell Case above mentioned that the Kansas statute, as to the per diem demurrage, was not a penal (criminal) statute in the sense that would prevent its enforcement in this state. But we hold that it is, in that respect, a penal statute within contemplation of the Kansas statute which bars after one year a civil "action upon a statute for penalty or forfeiture." Said Reciprocal Demurrage Act provides for the payment of \$5 per day for the delay of each car as "exemplary damages," and also for the payment of all actual damages.

The Kansas Statute provides as follows:

Sec. 7201. Furnish Cars—Time Fixed—Liability. Sec. 224. When the owner, manager or shipper of any freight of any kind shall make application in writing to any superintendent, agent or other person in charge of transportation of any railroad company, receiver, or trustee, operating a line of railway at any point, that cars are desired upon which to ship any freight, it shall be the duty of such railway company, trustee or other person in charge thereof to supply the number of cars so required at the point indicated in the application within a reasonable time thereafter, not to exceed six days from the receipt of such application, and shall supply such cars to the person or persons so applying therefor, in the order in which applications are made, without giving preference to any persons: Provided, if the application be for ten cars or less, the same shall be furnished in three days; and provided further, that if the application be for thirty cars or more, the railway company may have ten full days in which to supply the cars. The time provided in this act for the furnishing of cars as hereinbefore set out shall be deemed a reasonable time, but this shall not be construed as excusing such railroad from the duty of furnishing such cars in a less time than the time mentioned in this act when a less time is reasonable, and the shipper makes application for such cars to be furnished in a less time: Provided, that whenever any railroad company is prevented from complying with such de-

mand to furnish cars as aforesaid by any accidental or unavoidable cause, which could not by the use of reasonable foresight and diligence have been avoided, and supplies the same in a reasonable time thereafter, or offers to do so, then the liability for the damages herein provided for and for actual damages and attorney's fees shall not accrue.

Sec. 7202. Application. Sec. 225. Said application for cars shall state the number of cars desired, the place at which they are desired, and the time they are desired, provided that the place designated shall be at some station or public switch on the line of its road.

Sec. 7203. Damages. Sec. 226. When cars applied for under the provisions of this chapter, if they are not furnished, the railway company so failing to furnish them shall pay to the party or parties so applying for them, the sum of five dollars per day, for each car failed to be furnished as exemplary damages, to be recovered in any court of competent jurisdiction, and all actual damages that such applicant may sustain, for each car failed to be furnished, together with reasonable attorney fees, to be recovered in any court of competent jurisdiction; but nothing in this act shall in any wise affect the right or remedy of any shipper or other person, as the same may exist at common law or under any statute, to recover on account of failure, delay or refusal to furnish cars, nor to exempt in any wise any such railroad company from any of the provisions of the railroad laws of this state or from any of the obligations imposed upon railroad companies and common carriers by the common law.—201 S. W. Rep. 77.

All Wheat to be Marketed by May 15.

MAY 1 AND MAY 15 are the dates on which the wheat remaining in the hands of producers should be marketed, says the Food Administration. These dates were set in response to the many claims made that German and pro-German farmers are holding their wheat.

Washington dispatches state no formal order requisitioning the wheat has been sent out, but state Food Administration officials have been instructed to appeal to farmers to market their grain promptly. Loyal farmers have complained that Ger-

mans and their sympathizers are holding their grain and all complaints of the nature are being investigated.

Death of James Simpson.

James Simpson, who died recently while on a business trip to Toronto, Ont., was one of the best known men in the oats trade. His business career started in 1881 as bookkeeper for H. C. Derby & Co. at New York. After 7 years he entered the employ as bookkeeper of Hollister, Crane & Co., the largest grain house of its kind in the East, and won promotion until he became manager of the corn, oats and hay department and representative of the Produce Exchange as buyer and in charge of the salesmen, with an interest in the business.

The present firm of Simpson, Hendee & Co. was formed by him in 1897, with Abner Hendee of New Haven, Conn., and Joseph W. Danforth of Hartford, Conn. He was president of this firm until the time of his death. By reason of his untiring energy and business acumen the concern was a success from the start.

James Simpson was just as well known and esteemed as highly on the Chicago Board of Trade, of which he was a member, and the grain Exchanges of Milwaukee, Minneapolis and Buffalo, as he was on the New York Produce Exchange. He served the New York Produce Exchange as director and was frequently called upon to serve on committees of the New York Produce Exchange, where a keen understanding of the grain trade and grain conditions were necessary. He was considered an expert in the oat trade, and was most prominent in this department.

Also heavily burdened with office work as buyer of corn, oats and hay while with Hollister, Crane & Co., he made it a practice, no matter how busy, to take a day off each week to visit the trade at nearby points to whom he sold grain.

He was also an enthusiast in motor boating and was a member of the Columbia Yacht Club, Atlantic Yacht Club and Thousand Islands Yacht Club. He was the owner of the original Peter Pans, and later, as part owner with Mr. J. P. Bickell of Toronto, with the more recent Peter Pans, was a national figure in this sport.

He was married; and a brother, George, was associated with him in the grain business.

Whether in the grain business or in motor boating or in any other of the activities of life he stood as the highest example of honesty, integrity and all of the noble qualities of mind and heart.

Troubles of a Grain Man.

We've been asked to speak before a state millers meeting on the subject: "The Troubles of a Grain Man."

We haven't accepted as yet. Why air one's individual troubles when every one has his own? Besides, we've only had our share and are not complaining. We are "troubled," however, about our wheat business in the future—a business that has been "shot to pieces" since the Grain Corporation began the distributing of wheat. A business that has taken us many, many years to build up, and with it, we have gotten together an organization that we don't feel like disbanding. It is true there's a small margin in what little wheat we and others handle, but, even with fixed prices, and the Grain Corporation in charge, couldn't a plan be arranged whereby the regular channels of handling and distribution could be used, and at least a fair return be allowed to those handling the business?—J. F. Zahm & Co.



James Simpson, New York, N. Y.,
Deceased.

Premium for Sacked Grain.

If the Food Administration Grain Corporation shall handle the buying of the 1918 wheat crop on the Pacific Coast it will recognize and pay a premium of 9 cents a bushel for sacked wheat, over and above the price paid for wheat in bulk. This premium will be paid to take care of the cost of the sacks used. The details of this arrangement have been worked out by R. J. Stevens, of Portland, Ore., with the Food Administration Grain Corporation.

An agreement has been reached between bag importers and the government whereby standard 22 by 36 inch, 12 ounce new Calcutta or domestic wheat bags are to be sold at a price of 25 cents, f. o. b. tide-water. This price was made on the understanding that the government would pay a premium for sacked grain. Provision is made for modification of price in the event of increases in freights or variations in exchange. The bags are to be sold thru the normal and customary channels of distribution to prevent profiteering.

The burlap department of the Food Administration at Boston recently wired Pacific Coast bag dealers: "The arrangements between the Food Administration and the bag men for selling bags at 25 cents applies only to the bags and cloth bought before the arrangement was made. The total quantity covered directly by the arrangement is about 24,000,000 bags. The total supply of new bags, available for the season is estimated at 42,000,000, of which 24,000,000 covered by the arrangement mentioned and the remaining 18,000,000 naturally cannot be sold for more than 25 cents as long as the arrangement bags are being offered at that price. Bags are selling rapidly at 25 cents, and it becomes doubtful whether the supply is sufficient to satisfy the demand. Recent quotations for importing additional bags from Calcutta, if obtainable, and if freight space is obtainable, were about 28 to 29 cents. At this dangerously high price there is no inducement to the bag dealers to import further supplies, unless to fill definite orders.

"Owing to some arrangements for handling grain in bulk, and to uncertainty as to what quantity of bags can be emptied into bulk cars and returned promptly to the fields for use again, and doubt as to quantity of second-hand bags available, and doubt as to quantity of new and second-hand bags obtainable from Minnesota, Milwaukee, Chicago, Omaha, Kansas City, St. Louis, Indianapolis, Memphis, Houston and New Orleans factories in case of need, it is difficult to form any reliable opinion as to whether there will be an actual shortage of bags or not, but it is becoming fairly well apparent that the supply of bags available at 25 cents will soon be exhausted, after which the price may be expected to advance quickly to about 30 cents.

"The purpose of this telegram is to give to the trade and the bag buyers the benefit of the best information available in order that they may take whatever action seems advisable according to their circumstances. If there is to be a shortage of bags it is highly desirable that the information of such a shortage be developed as early as possible. The best way to develop this information is for bag buyers to place orders quickly for their known requirements, thereby removing from dealers' hands the surplus stocks now unsold and preparing the way for the dealers to procure additional supplies, if additional supplies seem to be required. Bag buyers

who do not book their orders while the 25-cent bags are available will quite likely have to pay 29 or 30 cents. This change in price is likely to come within ten days. We strongly advise all bag buyers to place their orders quickly, otherwise they may find it difficult to obtain bags."

Goffe & Carkener's Silver Anniversary.

A very neat blue and silver booklet was the messenger chosen by Goffe & Carkener, of Kansas City, in making its announcement to the trade of the rounding out of its 25th year of service to the grain trade, the quarter century mark having been reached Apr. 1.

The firm was established as Goffe, Lucas & Carkener in 1893 and, according to the booklet, it looked for the first few years like an April Fool joke indeed, and as reason for this statement one is asked to glance at the crop figures for Kansas for the years 1893 to 1896.

Since the death of Percy Lucas in November, 1904, the remaining partners have carried on the business under its present name, a St. Louis office having been established some time ago as Goffe, Carkener & Co., with George Martin in charge.

In addition to the expressions of appreciation the reader is made acquainted with the various members of the organization.

Their host of friends in the trade hope all will continue to prosper and enjoy the celebration of the firm's golden anniversary 25 years hence.

H. R. Soot Is Dead.

H. R. Soot, secretary-treasurer of the North Star Grain Co., and for many years identified with the grain trade of Minnesota and later of Winnipeg, died at his residence in Winnipeg, March 25. His health had been poor for some time. Last fall he made a trip to Texas, thinking the change would improve his condition. He returned home about two days before the end came.

Mr. Soot was a native of Christiania, Norway, which country he served as consul at the time of his death. He came to America thirty years ago and settled at Springfield, Minn., where he lived until 1902, when he moved to Winnipeg. A widow, two sons and one daughter survive.



H. R. Soot, Winnipeg, Canada.

Buying in Default on Contract.

John T. Fahey and others of Baltimore, Md., on Mar. 1, 1918, were granted a reversal of the decision in their suit against the Updike Elevator Co., of Omaha, Neb., to recover \$37,662.05 for breach of contract.

Four written contracts were made, three for 100,000 bus. each, the last for 25,000 bus. of wheat in June and July, 1914, for delivery at Baltimore. On two of these contracts, for 100,000 and 25,000 bus., no wheat was shipped, and on the two others there was a shortage of 3,533.20 and 12,650 bus. The market advanced from 86½, 87¼, 87½ and 85¼ cents per bushel as contracted, to \$1.18½, \$1.11½ and \$1.18½ on the expiration of the shipping period.

Defendant alleged that on account of plaintiff's lack of shipping facilities at Baltimore the railroad companies refused to furnish cars to load in fulfillment of the contract; and that they therefore canceled the contracts and notified plaintiffs to buy in at the open market, which was then 92 9/10 cents.

Plaintiffs bought the wheat for export from Baltimore. An embargo on shipments for that purpose, effective from Aug. 4 to Aug. 19, 1914, prevented defendant in the meantime from getting cars. For this condition plaintiffs were in no wise responsible. The embargo did not interfere with shipments after Aug. 19. Defendant had until Aug. 31 to complete the shipments under the contracts pleaded in the first, third and fourth counts and until Sept. 30, 1914, under the contract pleaded in the second count.

Plaintiffs did not consent to the cancellations, but waited until the shipping periods had expired and bought wheat on the open market.

The Supreme Court of Nebraska said: When prices rise after sale and before delivery, the seller is exposed to a temptation to evade the purchase, if cancellation can be accomplished without a full measure of responsibility for resulting damages. The buyer is exposed to a similar temptation when prices begin to fall. Regardless of self-interest, honesty and fair-dealing require each party to respect his obligations. A seller of undelivered grain cannot arbitrarily shorten the stipulated period for delivery, and thus take the fruits of the buyer's bargain, without incurring liability for resulting damages.

Plaintiffs had a right to make continuous demands for shipments of undelivered grain as long as the stipulated shipping periods lasted, the defendant gave notice of non-performance. After plaintiffs refused to recognize the cancellations, defendant was free to ship the grain sold and in that event to collect the contract price.

While defendant, by incurring liability for damages could refuse performance at any time, it could not, by mere breach of contract, fix the date of accountability to suit its own interests. The same result could not be accomplished by a mere tender of performance during a temporary suspension of shipping facilities not attributable to either party.

The prices of wheat on the open market at the expiration of the shipping periods were material inquiries. On that issue plaintiffs introduced the "Daily Bulletin," a publication accepted by the trade or by grain dealers generally as a standard or as an authentic record on the subject. In making their contracts for future deliveries the parties contemplated the usual and recognized sources of knowledge for determining prices on the open market. Proof of individual transactions or bargains by a dealer should have been excluded.—166 N. W. Rep. 622.

WHEAT HELD ON Kansas farms in the amount of 972,000 bus. is said to have been located by D. F. Piazek, Kansas City agent of the Food Administration Grain Corporation, who recently sent inquiries to the farmers of the state asking as to the quantity of wheat held by each. Of 1,150 who answered, 810 have no wheat and 340 have some still on hand.

Hazardous Features of Elevator Legs

From an address by T. M. Van Horn before the recent conference of Mill and Elevator Mutual Insurance Field Men

As Chairman of the Committee on Materials and Construction, I am supposed to read a paper on these subjects. We have another committee on Machinery Standards, another on Common Causes of Fires. I will take a run in on all three. I will take the Elevator Leg for my subject and try to bring out three strong points.

First to show the construction of 95% of the cupolas for elevators are not built to stand the strain;

That the setting and construction of the leg itself is wrong and

That the Elevator Leg causes more fires than any other device we use. It is more hazardous than the gasoline engine, electric motor or both plus a few special machines for good measure.

In the early days we handled grain through a flat warehouse, all hand power in and out. Our first elevators were flat warehouses converted by small pit under the working floor and small dog house or cupola on the roof with a small elevator leg, say 6x5 bucket 24" head pulley 30' centers, operated by horse power. There was no particular hazard operating such a plant. But the world moves and grain has to. It is no uncommon sight today to find a country elevator operating 16x7½ bucket over 60x18 pulley on 100' centers, and I know of several 18x7½ buckets 72x20 pulley 100' centers. Where ear corn is handled they will use 20" buckets and from the old horse power, we run into 10 and 15-h.p. to operate the leg only, yet little or nothing has been done for better construction on the cupola of today than on the first one ever built. In fact, it looks more like it was built for covering against rain or bad weather than for the load it has to carry, built of 2x4x18" or 24" centers, 2x8 joist for floor of fence boards, 4x6 or 6x8 machine posts.

Conditions East and West: I understand Ohio, Pennsylvania or say East of Indiana, our grain elevator loss is nominal compared with Indiana, Illinois and the west. The inspectors of the east may give you various reasons, "Good Inspections," "No Moral Hazard," or "The business has been in the same family for generations," and "Better personal responsibility," none of which will pass with me. From a physical standpoint the western elevators as a whole are far superior,

a western man just as honorable. I will put the difference in fire losses this way, the eastern farmers, as a rule, run smaller farms and produce more diversified crops, a little wheat, corn, barley, oats, with no great rush of grain at any time of the year. The average elevator operator operates a 9x5 or 10x6 elevator bucket, which to my mind spells few fires compared with the west.

I present herewith Data on Standard Elevator Equipment giving figures from a 9x5 bucket up to 18x7½ on pulleys 36" to 72" diameter and from 80' to 125' centers. There is one item or column of figures you never saw in print before, that is the friction load of the belt or what the belt will pull before slipping. You will also find the size shaft necessary to stand the torsion and binding strain under such a load, the last column "G" gives you the weight of the head pulley, but is not figured in on shaft requirement or maximum weight against building construction.

We will take the 9x5, 36x10 pulley 80' centers, the equipment load, less the pulley is 654 pounds, its grain load is 250 pounds, or full load of 904, and a maximum belt pull of 1,308 pounds. Horse power to operate at load 2.74. Compare this with 16x7 bucket 60x18 pulley on 100' centers, we have an equipment load less pulley of 2,134 pounds, its grain load 1,220 pounds or full working load of 3,354 pounds and a maximum belt pull of 4,268 pounds and h. p. required to operate 15. I want to say the figures given in the table are below the average in every case, the belt travel, the bucket capacity is very low. Some builders or makers give the V-shaped bucket 16x7-60" pulley with a capacity of 6,530 bus. against my 3,155 bus. or just double. On the V-shaped bucket they claim to be able to increase the belt speed (same 60x18) from 502' to 597' per minute, under these conditions my figures are very modest or moderate and the minimum from a fire hazard.

Lagging the Head Pulley—This organization, or as individuals are altogether too free putting out rules and requirements and even prohibiting things that are not given half the thought they should receive. Some are put out, I sometimes think, to spread yourselves or show your authority. It's the only job on earth where such things can be done and hold your trade or your job. Now be careful with these requirements, put yourself in the other fellow's place and study your subject first as to prohibiting. You have the elevator, "Thou shalt not lag a head

pulley" and you put up what you think is argument enough for the order, in the way of fire prevention standpoint only and you get over all other objections by advocating larger diameter pulleys, and then come to a full stop, as though the lagging of the small pulley was about all the chargeable trouble, or fire hazard of the elevator leg.

To start with, I feel perfectly safe in making the statement that there is not one elevator belt that works receiving and loading grain in perfect line or tracking as it should be one day in a month in any country elevator in any state in the Union. This goes regardless of the size of head pulley, 24" or 85". I have been asked by some of the younger men how to tell when shafting was in line without plumb-bob and level, and I have answered: If all the belts are running true on their respective pulleys without the aid of a 2x4 or fence board that they could pass them along at the same time the pulleys might be in perfect line and show up bad owing to poor lacing or out of square splicing.

In the Elevator Leg we have the 2x4 and the fence boards in the form of elevator trunking, regardless of whether the pulleys are in line or the shaft in or out of level. This trunking covers the up and down leg of belt and buckets and given under present standards one inch clearance on each side of the belt, this trunking is supposed to protect the belt and buckets and keep all dust and spills inside the leg and for no other purpose the elevating of the grain could be done better and with less power running open as it would save all friction of the belt on sides and bottoms.

In the usual form of the trunking we have but one opening on the up leg on working floor, for use of belt clamps and for the operator to see if the buckets are moving and quantity carried, or notice a choke up. It is the one belt that has to run whether the two pulleys are plumb or level. It has to work under unnatural conditions. An open belt will leave the pulleys when out of line or level or given an excess load, not so with a grain elevator belt. All elevators are rated by bucket capacities and an arbitrary belt speed over a given diameter pulley and capacities greatly reduced by excessive friction due to above conditions. Then what happens? The owner wants the goods delivered and orders the head pulley covered or lagged with rubber or leather which will give him around 33½% more friction pull of the belt. In no case does this make one particle of difference even from a fire standpoint providing the belt conditions are perfect.

Turn to the data table: We will take the 60x15 or 12x7 bucket 100' centers. The grain load is 540 pounds, the friction pull of the belt is 3,536 pounds. Allowing for all differences of opinion as to the figures being accurate, you can be as liberal as you please, and then have ample belt power to lift twice the load. Remember

Country Elevator Standard Equipment Data.

Pulley Size	Belt Size	Bucket Size	R. PM	Belt Speed	Cap 1-hour	Belt Cent'ry	A	B	C	D	E	F	G	Boot Tension	Wt Buckets	Wt Grain	Wt Belt	X Inches
36x11	10"	9x5	38	358'	930	80'	654	904	2 3/6	2.74	2 1/16	1308	293	100	350	250	204	30"
42x13	12"	11x6	36	395'	1412	80'	1198	1648	2 1/6	3.48	3 7/6	2400	450	100	770	450	328	36"
42x13	12"	11x6	36	395'	1412	100'	1368	1878	2 5/6	4.30	3 7/6	2736	450	100	858	510	410	36"
60x15	14"	12x7	32	502'	2030	80'	1378	1864	2 1/6	5.00	3 1/6	2744	890	100	910	486	368	38"
60x15	14"	12x7	32	502'	2030	100'	1786	2326	3 7/6	6.15	3 1/6	3536	890	100	1150	540	536	38"
60x15	14"	12x7	32	502'	2030	125'	2100	2970	3 7/6	7.70	4 7/6	4340	890	100	1400	870	600	38"
60x17	16"	14x7	32	502'	2760	80'	1594	2254	3 1/6	6.70	4 3/6	3200	890	100	1050	660	444	40"
60x17	16"	14x7	32	502'	2760	100'	1977	2797	3 5/6	8.40	4 7/6	3950	890	100	1327	820	550	40"
60x19	18"	16x7	32	502'	3155	80'	1728	2718	3 5/6	7.65	4 7/6	3456	1000	100	1120	990	508	44"
60x19	18"	16x7	32	502'	3155	100'	2134	3354	3 5/6	9.57	4 5/6	4268	1000	100	1416	1220	618	44"
60x19	18"	16x7	32	502'	3155	125'	2588	4088	4 7/6	12.00	5 7/6	5776	1000	100	1720	1500	768	44"
72x22	20"	18x7½	20	565'	4827	80'	1914	3054	4 7/6	11.70	4 5/6	3720	1500	100	1260	1140	554	48"
72x22	20"	18x7½	20	565'	4827	100'	2336	3566	4 7/6	14.60	5 7/6	4676	1500	100	1592	1230	644	48"
72x22	20"	18x7½	20	565'	4827	125'	2893	4633	4 5/6	18.20	5 5/6	5800	1500	100	1935	1740	858	48"

A, Weight of Equipment Plus 100 Pounds Boot Tension; B, Total Weight With Full Grain Load; C, Shaft Necessary for Torsion and Bending Stress, See X for Centers; D, Horse Power De veloped by Belt Under Above Conditions; E, Size of Shaft Necessary Under Maximum Friction Load; F, Friction Pull of Belt, or Lifting Capacity in Pounds Before Slipping; G, Weight of Head Pulley Not Considered in Other Columns.

these figures are based on a free running elevator, perfect linement, etc. Now cover the head pulley and we increase the friction pull to 4,714 pounds. What difference does it make in elevating grain under good conditions? On a choke-up, something is going to happen in either case and it depends on what causes the choke-up. If a man is on the spot and notices an overload, he will get quick action on the feed gate and thank the Lord for the lagged pulley. On the other hand if the choke is neglected, the Insurance Companies damn the covering or demand larger diameter head pulleys. There you go again, no thought given to consequences, why not demand all buckets be placed 24 or 30" apart, this would cost less and answer the same purpose, for it's the load raised against the friction contact of the head pulley. It is reduce the load or increase the belt travel.

Refer to the data table again. Take the 42" pulley 11x6 buckets 100' centers the friction pull of this belt is 2,736 pounds, we will lag it and increase this $\frac{1}{2}$ and have a lifting capacity of 3,648 pounds or about equal to a 60" running without lagging, and you have gained little or nothing changing pulleys from a friction reducing standpoint. As before stated all elevator data is worked out from standards, diameter of head pulley is given and arbitrary number of revolutions in order to make the buckets discharge properly. In other words a 16" head pulley will discharge material just as well or perfectly as a 72" under the proper belt speed. Another point in ordering pulley changed from say a 36" to 48" or 60", you virtually knock out the whole plant. From a 36" to 60"x14 you have increased the capacity from 1,700 to 2,500 bus., increasing the h. p. required from 8 to 12 or more than can be spared from the original plan.

Turn again to the data table and I will give you something more to figure on. Column "E" gives you the maximum pull of the belts before slipping. The grain load you will find in the center column under this head, in every case you have three times the power required. Then why so much trouble? It's all answered in poor construction, poor care and neglect. Under fair working conditions no pulley need ever be lagged. It's not a question of developing horse power, lifting power only.

The cupola of the Country Elevator is made of 2x4 studding 18 or 24" centers 2x6 or 2x8 joist with a fence board floor. Look at some of the figures in the table. Your 9x5 bucket is very light construction, very easily broken or torn to pieces; the belt friction only 1,308 pounds. The cupola construction is probably ample for this strain. Then take your 16x7 bucket on a 6-ply belt. It is heavy enough for ditching purposes, buckets bolted to belt with 4- $\frac{1}{2}$ " bolts, maximum belt pull of 4,268 pounds and the same old rattle trap cupola construction.

Another point in Column "C." We have the size of shaft necessary to stand the torsion and binding strain on a free working load. Column "E" we have the necessary shaft working under the maximum belt pull. We will take two examples, 9x5 bucket, 36" head pulley 10" belt; under "C" we have 2 3/16 shaft requirement, under "E" 2 11/16 (the usual Country Elevator has only 1 15/16). Now drop down to 60x17 pulley 14x7 bucket 16" belt. Under "C" requires 3 15/16 under "E" we will need 4 3/16 both elevators 80' centers. Who ever saw a 4" shaft in a country elevator? Run this latter elevator up to 125' centers and under "E" would require a shaft 4 15/16. The lettered columns will give you something new also give you some idea of the power and strain not only on the cupola of the elevator but also on the whole building, and the vital point for use. Look at the friction hazard on the full length of the belt.

Column "D" represents the horse power of the belt working under conditions shown. This item is nominal and cuts little figure for construction but the average construction appears to have been either figured from the belt horse power or the horse power required for elevating grain both nominal or insignificant compared with the lifting power of the belt. The usual rule for determining the horse power required for elevating grain is: Multiply the pounds lifted per minute by the height of the elevator in feet and divide the product by 33,000, result the h. p. but you are advised to add 50% for friction (please note the friction). This friction on a perfect linement might not be over 10%, but the 95% condition of the leg in the country elevator you might add 100% and then need some.

One millwright told me he was called in to line up a stand of elevators and found the head and boot pulleys 14" out of plumb. Make the condition 6" 3" or

1" on an open belt and the belt would leave the pulleys, in the elevator leg it has to stay on the pulley, capable of carrying a friction load on head pulley of 4,000 pounds or lifting 2 tons. Tell me what can't happen in any part of the elevator trucking or full length of the belt, head, boot and legs. A gasoline engine in the basement and a D. C. motor in the cupola are not in it from a fire hazard standpoint.

There is no use of going into the present construction of either the elevator cupola or the leg, you all know how they are built and you also know the expansion and contraction on the whole building from load to unload. You have the table for reference and as I have mentioned before, the table is based on ordinary equipment just common ear corn buckets and low capacity as compared with some of the new devices or V-buckets where most of my figures could be raised 50% or more.

The Non-Chokable Head and Boot: We have had considerable talk as an Ass'n on the non-chokable head and boot. Now I don't want to be a kicker over 50% of the time or do anything to the detriment of the makers of either, but either one of them could sell me a gold brick just as easy as they could a non-chokable head or boot. Now don't get me in wrong and say that I said they were no good, for I know they are, but their use is very limited.

I will take the head first. Not 10% of the chokes of the elevator (I think not 5%) are caused by the filling up of the bins. Every operator has a pretty fair idea of his bin room. The non-chokable head will prevent or notify him that his bin is full. It might pay to own one for that purpose.

The non-chokable boot, where you have a gravity feed from your dumps or bins which can be spouted to front leg, will work as represented, but spout into the back leg or feed the elevator by chain drag or conveyor or corn sheller direct to elevator and it ceases to be non-chokable. It might pay to buy one for such elevators as are built to feed by gravity to front leg, help yourself.

Both of these patents have to work under conditions I have tried to describe and it's asking too much for any cure all. A non-chokable elevator up to date has never been built. A non-chokable head or boot or both will not keep the legs plumb or in line, will not prevent other than grain getting into the buckets or keep buckets bolted on.

To work out the fire hazard you have the conditions and the data, I am only going to make two or three suggestions. I am writing of the wood elevator, ordinary construction.

It would help considerable if they would bring the Head Shaft machine posts to the basement foundation (this is done in the Terminals).

I see no objections to flanged head pulleys. I would insist on ample head shaft. I would key the pulley on with two keys quartering and driven from opposite sides. Why? Every bucket filling is a pulsation or jar on the head pulley, this continual pound will loosen most any pulley.

I think I would advocate doing away with two legs, one will cause enough trouble. I would advocate giving the head and boot sides at least 1" more clearance of the belt than is in the legs.

These changes might help some, always remembering to telescope the legs. I think in the country elevator the telescoping should be made in the cupola to protect the head also in the basement, the expansion and contraction is so great that I think two better than one.

The friction between belt and pulley varies with the tension, is independent of the area of surface contact and increases as the angle or arc of contact increases. If say contact 180° the friction pull is the same whether the pulleys are 36" or 48" diameter and if the belt speed remains the same in both, the power transmitted will be the same in both cases. Power is only gained by increased belt speed or greater degree of contact or both. So be careful in making any very extravagant claims on large head pulleys. For example a 36" head pulley with 180° contact moving 400' per minute will give no more friction load or h. p. than a 60" with the same contact. We have an arbitrary condition in the elevator, a 36" pulley in order to discharge properly has a belt speed of about 340' per minute while the 60" in order to discharge properly has a belt speed of about 500' and the increase power is in the speed only and not as many think from the increased belt contact.

Another point your 9x5 grain bucket is of 17 to 24 gage iron and will weigh about 2 pounds while the 14x7 ear corn bucket will weigh about 8 pounds.

A 4-ply belt weighs 13 $\frac{1}{2}$ pounds per square foot, 5-ply 14 $\frac{1}{2}$ pounds, 6-ply 16 $\frac{1}{2}$ pounds and 7-ply 24 $\frac{1}{2}$.

Care and Repair of Belts.

Elevators as now designed and equipped are valueless without their varied complement of belting. At terminal elevators grain is received on belts, elevated by buckets attached to belts and carried by lateral belt conveyors from one point or bin to another. With the exception of the down flow and the limited use of screw conveyors, all grain movement is by belt. In many country elevators all shafting and individual equipment and belt driven.

In the face of this preponderance in value and use relatively little attention is given to the care and protection of belts after they are installed. That they last so long and serve so faithfully, is more of a tribute to their excellence than the result of attention given them by the operator.

Belt Selection and Installation.

Composition, or rubber belting, as it is termed, is made up of successive layers of heavy duck cemented together by a plastic substance of which rubber is one of the principal elements. The strength of the several layers or plies of duck is united and remains a unit so long as they hold together. If one ply is loosened from the others, those remaining intact must carry the load, or it must be borne by the single ply, whichever is the shorter. Normally the single thickness will stretch and the load is carried by those bound together. The workmanship of manufacturers of rubber belting is so excellent that failure or deterioration from the cause cited is infrequent.

It is a simple matter to determine the weight of the load to be handled by a belt and to figure out the number of plies the belt should have to carry it. The belt should not be too thick. A safe method and one recommended by belting manufacturers is to order belting at least one-ply heavier than actually needed to give the service.

Before a belt on an elevator leg is put into service a careful operating test should be made to establish to an absolute certainty that at no point on the complete circuit has there been left a lug, bolt or nut in position to catch the buckets when in motion. If a bucket does catch either it will be torn loose with serious injury to the belt where secured, or the friction at the head pulley will burn or char the belt (and do it in a very short time) making a splice or new belt necessary.

Care and Repair. So little care and attention are required that many elevator operators jump to the conclusion that none is necessary. It is not necessary nor is it suggested that operators be constantly fussing with belts and belting, but belts should receive periodical inspection and such attention as is required to keep them in first class operating condition.

Tighteners or take-ups are provided for both elevator and transfer belts and should be used to take up slack or to relieve tension. A belt may appear to operate in first class condition, whether it be too loose or too tight, but it is working under a handicap which ultimately will show in the length of service it gives.

Lacing or joining should be inspected at regular intervals so there will be no loosening at the edges, causing a side movement which would bring the belt into contact with leg walls or transfer guides, thus wearing away the cement and injuring the fiber.

This suggestion is made with some

trepidation for it is one of those average, necessary, customary things to do and most operators resent the idea that they would overlook anything of such a primary character. On this point it is desired to introduce the history of a \$300,000 elevator and flour mill loss, which originated because the superintendent *thought* his belts were in first class condition.

Belt Friction Causes Big Fire. The big flour mill and storage elevator of the John Hoffer Flouring Mill Co., Steelton, Pa., were destroyed by fire Oct. 6, 1917, causing a loss of \$300,000. Fire originated in the grain elevator and was caused by a large 14-in. heavy double leather belt used to transmit power from the first floor to the cupola. At the second story it passed through an opening 18-in. wide. This installation was inspected and approved for many years.

Let the adjuster who settled this claim continue the story from this point:

"There would be only two inches of clear space between each edge of the belt and the woodwork of the floor when the belt was exactly in its place on the pulley. The belt worked far enough to one side to permit one edge to rub against the woodwork. The fire started when no one was near that point, but was discovered soon enough afterward to leave practically no doubt as to the place of origin and the cause of the fire.

"The superintendent of the mill and elevator is a most excellent and careful man of wide experience and naturally he resented my suggestion regarding the origin of the fire, saying, that belts were not allowed to rub against woodwork in a mill or elevator which he superintended. But I suggested that at some time, after long use, the belt would likely be-

gin to give at a lap or lacing, probably at one of the edges and that it need give very little before it would rub against the woodwork. He finally admitted the force of my argument and agreed with me that the belt undoubtedly was the cause of the fire.

"This was an unusual case and I have no doubt there are a great many belts that might do the same dangerous thing at almost any time where the distance of their edges or even their face is as scant as in this case."

Another Belt Friction Fire. A report from the insurance adjuster on the elevator loss of the Star Grain & Lumber Co., Wellsville, Kans., 3:30 a. m., March 1, says the fire probably "originated in the basement of the elevator and was caused by friction of the machinery."

"The fire had progressed so far when discovered that the only thing that could be said with certainty was that it originated in the basement. However, the machinery had been run that night until 10:30 or 11:00 p. m. and had been driven pretty hard. I found that a new 14-inch six-ply rubber belt had been installed in a bucket elevator about three days before the fire and had given the operator considerable trouble. The belt was stiff and heavy and did not run true. It kept working out of its proper place. It seemed to me that friction was a more probable cause than anything else, altho locally the fire was attributed to incendiarianism and one man and his wife and another man, being suspected of having caused the fire, came very near to losing their lives."

From this report it would seem good practice to give boot and head pulley a final and careful inspection before leaving the elevator at the close of the working day, particularly just after new belts are installed. This caution becomes the more imperative when the belts do not take kindly to their work, but are stiff and develop an erratic disposition.

Wear at the Buckets. Conveyor belts are not so subject to abrasion as are the leg belts, which are punched to permit the bucket bolts to be inserted. Diameter of the bucket bolts is very small and the quantity of duck removed does not materially affect the strength of the belt.

Attaching the buckets to the belt operates in about the same way as clamping steel plates across it at frequent intervals; that is, instead of one continuous flexible unit, the belt is divided into many sections hinged at the bucket. Elasticity of the belt is therefore reduced to that of the small stretch between two of the clamps and when this is insufficient the additional give required is gained through wear and tear on the fiber and binder at the point where the bucket is attached.

While considering the physics of this question it should be borne in mind that a strain is thrown on the belt because the diameter of both head and boot pulley is less than that of the circle traversed by the outer portion of the belt. This necessitates a moderate expansion on the outside or contraction on the inside of those portions of the belt passing over the pulleys.

Each section of the belt being clamped rigidly there is a pull away from the bucket when the belt begins to curve over the head pulley and, of course, a slight downward pull due to the weight of the bucket and its load. The hinge is bent. At the boot pulley the same action, increased because of the smaller

diameter, takes place: the belt is pulled away from the bucket, permitting grain to lodge between it and the belt, thus causing friction and abrasion. The pull of the belt through the grain in the boot also causes wear, which in time carries away the coating and eats into the fiber of the belt. The ultimate effect of these several causes of damage is shown in the accompanying illustration, depicting the condition of a leg elevator belt after long and hard usage. The belt was taken out by The White Star Co., and Mr. Rynders of that company says it is typical of worn leg belts.

Remedy for Leg Belt Wear. There is inevitable wear and tear on a leg belt. Good belting lasts a very long time and if properly selected, installed and safeguarded will give no trouble.

To prevent wear at the point where the buckets are attached the insertion of a strip of rawhide between the belt and the back of the buckets is suggested by one belt maker. This strip, it is claimed, will relieve the belt of the strain which otherwise is thrown on it and restore its pliability or unity. The cost is light and is more than justified by the results.

COOKING oil is to be manufactured from wild mustard seed by a mill to be built at Cackle, N. D.

THE AREA sown to wheat, flaxseed and oats in Argentina for the crop year '18 was as follows: wheat, 17,864,412 acres; flaxseed, 3,233,606 acres; and 3,200,002 acres, compared with wheat, 16,088,967 acres; flaxseed, 3,207,000 acres; and oats, 2,525,406 acres for the crop year 1916-17.

Furnishing A/S in Time to Make Claim on Carrier.

The arbitration com'te of the Texas Grain Dealers Ass'n, composed of A. E. Childress, A. B. Cowan and I. A. Mabry, in *Early Grain & Elevator Co., Amarillo, Tex., plaintiff, v. Oklahoma Export Co., Oklahoma City, Okla., and B. O. Cator Grain Co., Texhoma, Okla., defendants*, held that the party failing to furnish account sales within four months must bear the loss which may be incident to refusal of a claim by carrier on account of shipper's failure to file claim in time.

The Oklahoma Export Co. sold a car of wheat to the Early Grain & Elevator Co., and the latter resold to the B. O. Cator Grain Co. The B. O. Cator Grain Co. was more than four months in furnishing account sales to the Early Grain & Elevator Co., but the latter paid the draft for the shortage and forwarded account sales to the Oklahoma Export Co., which refused to pay, alleging that since the A/S were not rendered within four months the company would be debarred from collecting from the railroad.

The com'te ordered that the Oklahoma Export Co. should pay to the Early Grain & Elevator Co. the amount of this claim, \$31.96, and they are hereby ordered to promptly pay to H. B. Dorsey, sec'y., at Fort Worth, the amount of this award, and the sec'y is instructed to return the Early Grain & Elevator Co., and the B. O. Cator Grain Co. their deposit fee in this case. We have further decided and so award that in the event the failure on the part of the B. O. Cator Grain Co. to furnish papers in time for the shipper to have filed his claim within the four months limitation, and if the railroads successfully plead limitation on this claim in the courts that the B. O. Cator Grain Co. must then refund the amount collected from the Early Grain & Elevator Co. to them, and that the Early Grain & Elevator Co. must refund the amount of this award to the Oklahoma Export Co., and in this event the B. O. Cator Grain Co. must return to the sec'y the arbitration fee in this case, and the sec'y must return the Oklahoma Export Co.'s deposit fee.



Leg Belt Worn at Point of Bucket Attachment.

Diverting Privilege Compensates for Delays.

One of the first acts of Assistant Director General Smith was to embargo all shipments consigned to hold points for diversion and reconsignment. These hold points or terminals are located in the vicinity of the Hudson River.

As a result, feed dealers in New England have been obliged to rely upon direct shipments. Direct shipments are anywhere from 30 days to four months in transit. Many cars destined to New England points which were started East the first of January are still en route, New England dealers declare.

In an official statement protesting against the obstruction of traffic, the Boston Chamber of Commerce says: In the case of reconsignment it is clearly shown that it is only by using the diverting privilege and consigning a certain percentage of the grain and feed traffic to the reconsigning points that New England can be properly supplied with feed. These shipments originate in the West, and the time, even under normal conditions, is so slow that a certain percentage of the business has to be sent to hold points to take care of the irregularity of the movement.

For the last two months this practice has been prohibited, altho it was established in the first place by the railroads as an offset to the slow movement of this class of freight. As a result of this action on the part of the railroads, there are many points in New England today that are alarmingly short of feed for dumb animals. For the last month or more it has been necessary for some sections to supply their wants from local dealers in Boston, paying the same thru rate to Boston as they would pay to their own local station, and in addition thereto the local rate from Boston.

This, of course, has had the effect of increasing the cost of feed and making more transportation instead of less, as was expected to result from the issuance of the embargo by Assistant Director General Smith.

This matter has been taken up with the Interstate Commerce Commission, with the Director General, with the Food Administrator and with every other department of the government that appears to have any control over it, and nothing whatever has been accomplished. The railroads have not yet complied with the order of the Interstate Commerce Commission, which required them to publish new reconsigning rules.

The embargo against the diversion of freight to New England is, in the opinion of those well informed, illegal in that it deprives the shippers of services which are provided for in the tariffs of the carriers on file with the Interstate Commerce Commission. If this embargo is legal, there is no reason why the carriers should not place an embargo against business in any case where the rate is unsatisfactory and keep the embargo on until they get their tariff adjusted on a satisfactory basis, as they are doing in the case of the reconsignment rules.

It has been pointed out that unless there is ample feed for horses there will be a slowing up in the hauling of freight, which may have the effect of adding to the difficulties of transportation instead of ameliorating them. The abandon with which this embargo has been employed indicates very clearly the necessity for orders being given with some understanding of the object to be accomplished. The railroad operating officials have been urging for

more than a year increased charges for reconsignment, not because the reconsignment was any great detriment to railroad operation, but because they wanted some compensation for the increased per diem charge.—S.

National Industrial Traffic League Meeting.

At the recent Chicago meeting of the National Industrial Traffic League the weighing com'te recommended the retention of the present rules, that agreements between carriers and shippers should be extended and that before any change is made a joint conference of the League's Weighing Com'te, Relations Com'te of the American Railway Ass'n and representatives of the Interstate Commerce Commission be held to give the question careful study and thought before radical changes are made. This action was sanctioned by the League.

Promiscuous tracing of freight has been strongly opposed by this organization. This subject was turned over to a special com'te for investigation and report. The com'te held that tracers should not be started until after the freight has had a reasonable time in which to reach destination, but where it was imperative that the shipment be expedited, the tracer should be started immediately upon request. No rule was given as to whether tracer should be handled by mail or telegraph, except as shown in the following recommendations:

(a) That, whenever the shipper or consignee is willing to assume the telegraph expense, the tracer or expedition should be handled by wire and the information furnished promptly.

(b) That, when carrier cannot secure and furnish promptly the desired information by mail, the tracing or expediting shall be done by wire at carrier's expense, as at present.

It was recommended, to do away with the necessity for and expense of tracing, passing records at terminal and junction points be maintained.

Decision and order of the Interstate Commerce Commission in the uniform bill of lading case may be expected early this summer.

A com'te, appointed to investigate the liability clauses of railway leases and sidetrack agreements, recommended a uniform clause, and suggested a public hearing and investigation with a view to have the Interstate Commerce Commission prescribe the uniform clause.

At the league dinner Luther M. Walter, assistant to C. A. Prouty, in charge of Public Service and Accounts of the Railroad Administration, assured his hearers that the government would make no changes affecting transportation unless absolutely necessary in the conduct of the war, and that shippers would be given opportunity to be heard with respect to subject affecting them.

THE IDEA OF FORCING the consumer to buy an equal amount of substitutes with a certain amount of wheat flour is fundamentally wrong. It becomes impossible to use up the substitutes as fast as the wheat flour.—*Northwestern Miller*.

JAPAN produced in 1917 33,931,035 bus. of wheat, 40,985,495 bus. of rye and 45,844,220 bus. of barley. Production for 1916 was 29,436,720 bus. of wheat, 39,598,595 bus. of rye and 47,660,810 bus. of barley. Wheat production is greater than ever before but the outturn of other grains is not.

Wheat Grade Hearing at Kansas City.

The hearing held at Kansas City Mar. 18 by the Dep't of Agriculture for the purpose of receiving opinions on the proposed changes in the U. S. Standard grades for wheat was attended by grain dealers, millers and farmers from the wheat growing sections of the Southwest.

The majority of the grain dealers and millers present opposed the adoption of the proposed grades on the ground that the effect will be to lower the present requirements, and thus to encourage lax farming methods and to create grades which will not permit of safe storage and transportation, and to make it difficult for the miller to maintain the desired standard of flour quality.

Satisfaction with the changes was expressed by the farmers, because of the fact that their grain will be given a higher grade than it now receives, thereby automatically placing upon it a higher value under the present system of fixed prices and fixed discounts.

R. H. Drennan, of Oklahoma City, favored the proposed grades, his principal objection to the present standards being directed against the dockage principle.

Advocating high standards for wheat, H. B. Dorsey, sec'y of the Texas Grain favor any changes unless they are such as to benefit, rather than weaken, the Dealers Ass'n, said that he would not present grades.

For St. Louis grain interests, Claude Morton protested against the proposed 15% moisture content in all grades, and recommended that 4 grades be established, making a test weight of 61 lbs. for No. 1; 59 lbs. for No. 2; 56 lbs. for No. 3; and 54 lbs. for No. 4.

The percentage of rye and of wheat of other classes to be permitted in each grade was objected to by the dealers, and Prof. L. A. Fitz, of the Kansas State Agricultural College, said that it will be a mistake to create grades especially favorable to the few men who are mixing rye with their wheat, or who permit the mixing to continue.

Generally speaking, it may be said that the men who were present at the hearing were in agreement as to the undesirability of such radical changes as the tentative grades proposed to make.

Hearing on Grades at Spokane.

Strong opposition is said to have developed to the proposed revision of federal grades for wheat at the hearing held at Spokane, Wash., Mar. 18, and the majority of grain dealers, millers and farmers present favored the continuation of the rules already in force.

W. W. Harrah, of Pendleton, Ore., stated his position quite clearly when he said that the question at issue is whether quality or quantity is wanted, and in the discussion, which concerned itself for the most part with the proposed test weight for the different grades, he declared that the minimum for No. 1 should be 60 lbs. Other speakers said No. 1 wheat should be required to test no higher than 58 lbs.

Opinion was almost unanimous that a moisture content of 15% should not be permitted in the grades, and that 12% for No. 1 would be fair to all. There was a general tendency to leave unchanged the present standards as to damaged kernels and inseparable foreign material.

THE FOOD you waste today may mean hunger to someone, somewhere, sometime. Be saving.

Weighing Reform Urged.

Pooling ideas, with a view to general betterment of methods of weighing grain and keeping weighing apparatus in working order, was proposed by H. A. Foss, weighmaster of the Chicago Board of Trade, at the meeting of the National Scale Men's Ass'n held in Chicago the latter part of March. This was his introduction to a broad consideration of the subject discussed, entitled the "Weighing of Grain from the Viewpoint of the Terminal Weighmaster." His address in part follows:

The Weighing of Grain.

My viewpoint is that greater co-ordination of weighing and scale departments is essential to the solution of this grain weighing problem.

The "clear record" car is the bone of contention at present. A "clear record" car is the "short weight" car with clear record as to seals and physical condition. The problem, then, is to locate the responsibility, wherever it may lie, for weight differences on such "clear record" cars. In this connection, the following claims are frequently made by the different contending interests.

The grain shipper attributes weight differences on "clear record" cars to loss of grain in transit resulting from leakage and theft, and to grain lodging in car lining pockets where it is inaccessible to the unloaders.

The carrier insists that the scale is at the bottom of much of the trouble; and that shrinkage and unavoidable wastage also occurs; and moreover, the defective grain handling equipment, errors in weighing, and careless and questionable practices are responsible for many of these weight differences. To prove their contentions the carriers are pointing to the fact that "clear record" cars both over-run and fall short in weights.

The question is, Is there a remedy for this weight discrepancy? If so, what is the remedy? My thought, insofar as the weighing affects the results, is that the solution of the problem lies largely with grain weighmasters and scale experts. It occurred to me, in as much as our membership is made up largely of both scale men and grain weighmasters and as the primary function of our ass'n is to improve scales and weighing conditions everywhere, that the influence of our organization could be utilized for good by working for greater co-operation between all concerned, and for greater uniformity of practice on the part of shipper, receiver, and carrier. In line with this suggestion I propose that our ass'n appoint a com'te of terminal weighmasters, grain dealer's scale inspectors and railroad scale men to work out the details of such a program.

May I outline to you, briefly, what a com'te of this sort, by tackling the problem whole heartedly, might accomplish?

To begin with, such a com'te could bring about closer co-operation between terminal grain weighing departments. It has been truly said, that too many weight differences go unexplained; and too many weight differences of excessive amounts are ignored by weighing authorities, shippers, receivers and carriers. It matters not whether the differences are due to the weighing, or to the elevator equipment, or to careless practices, or to defective freight cars, or to theft of grain in transit, all concerned should seek the causes to the end that weight differences shall be reduced to a minimum. Obviously, adequate co-ordination of weighing departments everywhere is essential to this end.

The com'te could work for greater standardization of methods and practices in the weighing and handling of grain to and from cars. Candidly now,—should not a rule governing a certain condition at one grain handling point be equally applicable at another grain weighing point to cover a like condition? And so with the box car, the railroad's policing service and other things affecting the sum total of results.

Moreover, the com'te could be kept busy looking into the matter of better cars for the transportation of grain, the more effective repairs to box cars by railroad repair gangs; more intelligence in the selection of cars for grain loading, and, incidentally, to the supplying of more adequate co-opeage materials at country grain loading points for shippers use.

Again, the com'te could seek more uniform methods of inspecting cars for leak-

age evidence to the end that the wide difference in the percentage of cars reported leaking will be reduced materially. As the inspecting of cars for leakage is now done, some terminals are reporting 30, 40, 50 and 60 per cent of the cars examined as leaking. Other terminals, inspecting equipment similar in character, are reporting but 12, 14 and 16 percent of the cars leaking. Not long ago my attention was called to one lot of some 100 or more cars leaking at the grain doors on which the shortage in weights averaged but 25 pounds per car. On the other hand, it is claimed that much leakage occurs from cars that is not recorded at all. All of these things suggest the need for concerted action with the object of greater uniformity in methods of inspecting cars for grain leakage evidence.

The com'te could promote uniformity in the customs of scale inspectors. At the present time, while one scale inspector is testing and approving hopper and wagon scales with 600 pounds of test weights, other inspectors are using 2000 pounds and 4000 pounds for the same class of scales, still other inspectors are using 8000 pounds, and I understand that one railroad association has been testing hopper scales with as much as 10,000 and 12,000 pounds of test weights regardless of the capacities of the scales being tested. Seemingly, there must be a limit in the amount of test weights to be used, where any weight in excess of such limit would be a waste of effort, and any weight in recess would be conducive to inefficiency. This point of safety should be determined adequately in the interests of greater accuracy and uniformity. And in this the com'te could render a service of inestimable value.

In a word, the functions of a com'te such as I propose, would be to acquire and disseminate valuable information relating to weighing, scales, leakage, etc., and generally to secure to weighmasters, scale men, grain shippers and receivers, and carriers, the benefit of co-operation in the furtherance of good weights.

Mr. Foss introduced the following resolution, which was adopted:

RESOLVED, That a com'te composed of weighmasters, railroad scale men testing grain scales, and scale inspectors for grain dealers' organizations, be appointed, the number of members on the com'te and its personnel to be determined by the president, for the purpose of acquiring and disseminating pertinent information relative to the causes and prevention of weight differences, and promoting uniformity in the methods of scale installation, and in the practices of scalemen, grain weighmasters, and all those weighing grain at interior country loading points.

RESOLVED, That this com'te be instructed to make a report of its findings at our next annual convention, and also that the results of the researches of the com'te, together with any recommendations it may have to offer, be published from time to time.

The president appointed the following to serve on this com'te: H. A. Foss (Chairman), weighmaster, Board of Trade of the City of Chicago, Chicago, Ill.; C. G. Stoodly, scale inspector, Rock

Island Railroad, Chicago, Ill.; C. C. Neale, commissioner of weights and measures, state of Minnesota, St. Paul, Minn.; Geo. A. Wells, sec'y Western Grain Dealers Ass'n, Des Moines, Ia.; A. E. Schuyler, Grain Door Reclamation and Co-opeage Bureau, Chicago, Ill.; C. A. King, scale inspector, Western Weighing & Inspection Bureau; M. H. Ladd, weighmaster, Milwaukee Chamber of Commerce, Milwaukee, Wis.; F. H. Schlinkert, scale supervisor, Missouri Pacific R. R., St. Louis, Mo.; B. B. Gordon, scale inspector, Pennsylvania Lines, West, Logansport, Ind.

Attachment of Shipment Covered by Bank's B/L.

That a bank which has paid draft and holds B/L is protected against attachment by creditor of consignor was the decision in the suit by the Owensboro Bank Co. v. Buck.

The Bransford Mills of Kentucky shipped a car of flour billed order notify T. D. Lewis Grain Co. at Bessemer, Ala., and deposited draft and B/L with the Owensboro Banking Co.

F. B. Buck, a stranger to this transaction, having a suit against the Mills for alleged breach of contract, attached the car of flour, and on being notified of the attachment the bank filed claim for the flour. The city court of Bessemer tried the suit without a jury and held the flour subject to attachment. The Court of Appeals of Alabama on Feb. 5, 1918, reversed this, holding that the flour was not subject to attachment as the bank had special property in the shipment and could be divested of title only by the acceptance and payment of the draft by the consignee.—77 South. 940.

A Rapid Handling Terminal Elevator.

Before smoke had ceased to curl from the burning embers of the ruins of the Quinn-Shepardson Co. elevator at Minneapolis, destroyed by fire Apr. 9, 1917, arrangements had been completed with T. E. Ibberson Co., contracting engineers, for replacing the lost elevator with a modern rapid handling, transfer and cleaning plant.

The new elevator was completed early in December, and has been operated as steadily as volume of grain receipts has made possible.

A general idea of the elevator may be secured from the illustration herewith. The elevator is served by two tracks, one used for either loading or unloading, the other exclusively for loading. An 80-ton, 50-foot track scale is installed in each track.

Capacity of the working house and steel storage bins is 100,000 bus. The working house has 26 bins, all of which have easy access to any one of the six legs. All legs and other equipment are operated with individual motors, power being transmitted by silent chain drives. A Humphrey man lift and stairway afford communication between the first and the cupola floors. The elevator has an in and out handling capacity of fifty cars in ten hours. A fireproof corn dryer has also been installed.

OBJECTION has been made by the grain trade of Baltimore, Md., to the use of the word "garlicky" in connection with No. 2 soft red wheat coming from nearby states in which wild onion bulblets frequently are found.



Elevator of Quinn-Shepardson Co., at Minneapolis, Minn.

Grain Trade News

ARKANSAS

Higden, Ark.—The report that there is an elvtr. here is incorrect.—X.

Jonesboro, Ark.—The Farmers Mill & Grain Co. has filed articles of incorporation.

Stuttgart, Ark.—The Arkansas Grain Co. is erecting a 75-bbl. flour mill at this place.—W. A. Wilmar, agt.

CALIFORNIA

Dixon, Cal.—The Farmers Union Elvtr. Co. is contemplating building an elvtr. here.

Williams, Cal.—The Farmers Union Elvtr. Co. is perfecting plans to build a grain elvtr., with a capacity of 100,000 bus. at this place.

San Miguel, Cal.—The Southern Pacific Mlg. Co. has decided not to build an elvtr. at present owing to the unsettled conditions prevailing.

Monroeville sta. (Germantown p. o.), Cal.—Andrew Kaiser will erect an elvtr. of about 150,000-bus. capacity at this station, which is located on a branch line, now building, of the Sou. Pac. R. R.—X.

Nord, Cal.—An organization, to be known as the Farmers Co-operative Grain Co. of Nord, has been organized with Schuyler C. Bennett as pres., and Edward G. Wright as sec'y, to engage in the grain business.

Willows, Cal.—The Jacinto Farmers Elvtr. Co., which was recently organized here, has received the assurance of Southern Pacific R. R. officials that a siding will be built whenever necessary to accommodate the new elvtr. The railroad has also offered to lease sufficient land for the building if a site cannot be purchased at a satisfactory figure.

Woodland, Cal.—No actual construction of elvtrs. has started, but think some will be built this summer. The movement in this section to build elvtrs. and to eliminate bags is being opposed by the U. S. Food Administration Grain Corporation and the University of California, but we think some elvtrs. will be built in spite of this opposition.—Diamond Match Co., F. E. Brink, mgr.

CANADA

Calgary, Alta.—Harvey Kavener, formerly mgr. of the W. J. Bettingen Grain Co., was presented with a traveling bag by members of the Exchange on his departure for Winnipeg, Man., where he has accepted the position of mgr. of the Dominion Elvtr. Co.

Montreal, Que.—The Board of Grain Commissioners for Canada met in this city recently to hear representations from those interested in the question of grain shortage and overages from shipping to receiving elvtrs. Shippers, transportation and elvtr. men were present.

Port Arthur, Ont.—The 2,000,000-bu. annex to the Canadian Northern Elvtr. in this city will be built at once. The elvtr. will be a fireproof, concrete structure. The Canadian Government, which is now operating the system, has passed an order-in-council for the appropriation for this work.

Fort William, Ont.—The price for wheat in Western Canada has been fixed at \$2.21 for No. 1 northern at this place and Port Arthur by the board of grain supervisors. In reaching the price level the stimulation of production and the price of coarse grains, as well as the increased cost of production, was considered. They regard it as reasonable. They say the price should be guaranteed at once by the government.

WINNIPEG LETTER.

Dr. Robert Magill, sec'y of the Grain Exchange, and chairman of the Board of Grain Supervisors for Canada, who has been in California taking a rest, has returned and taken up the duties of his office.

Commencing Apr. 4 the trading hours of the Grain Exchange will conform with those of the United States exchanges. The change of time naturally made this market an hour behind and caused considerable inconvenience.

We have bot 32 elvtrs., located at as many stations on the C. P. R., C. N. R., and G. T. P. in Alberta, from the Imperial Elvtr. & Lbr. Co. We will not operate the houses until the beginning of September, and at this time agts. have not been chosen for all of the stations.—The N. Bawlf Grain Co., Ltd.

Nothing was decided at the conferences held by the terminal interests regarding the possible closing of a number of the terminal elvtrs. The different interests could not agree on a basis of division of the earnings, and it was considered that the saving in expenditure would amount to no very large sum either individually or in the aggregate.

COLORADO

Denver, Colo.—A proposition to inaugurate a hay plugging system is under consideration by the Grain Exchange.

New Raymer, Colo.—I have succeeded C. E. Hobbs as mgr. for the Pawnee Elvtr. & Supply Co. at this place.—J. P. Rasmussen.

Dailey, Colo.—Altho there has been some talk of building another elvtr. here there is not room for another house. An offer was made to sell either of the two present plants to the people who were promoting the new one but the matter now is at a standstill.—James Eachus, agt. L. Spelts.

Colorado Springs, Colo.—The H. A. Robinson Grain Co. and the L. M. Hunt Grain Co. have been consolidated under the name of the Robinson-Hunt Grain Co. The capital stock is \$100,000. H. A. Robinson is pres., L. M. Hunt, vice-pres. and gen'l mgr., and Fred Simpson is assistant mgr.

Loveland, Colo.—The feed mill of the Loveland Elvtr. was damaged by fire Mar. 28. It is thought that the fire started near the electric meter box on the first floor. The damage to the building and machinery will be repaired at once. The 30-h. p. motor will be moved back some 20 or 30 feet and housed separately as soon as possible. This plant is owned by the Colorado Mlg. & Elvtr. Co.

IDAHO

Burley, Ida.—The Burley Flour Mills is installing a power shovel for removing the grain from cars.

Culdesac, Ida.—A 50,000-bu. elvtr. is being built at this place.—Orofino Rochdale Co., Ltd., J. F. Michel, mgr.

Orofino, Ida.—We are going to build a 40,000-bu. elvtr. at this place.—Orofino Rochdale Co., Ltd., J. F. Michel, mgr.

Cottonwood, Ida.—The Cottonwood Mlg. & Elvtr. Co. has increased its capital stock from \$40,000 to \$100,000 and will erect a 100,000-bu. elvtr.

Shelley, Ida.—The mill and elvtr. of the Shelly Mlg. Co. has been taken over by the Holley Mlg. Co., of Ogden, Utah. The mill has a capacity of 200 bbls.

Jerome, Ida.—The flour mill, recently completed by the Jerome Mlg. & Elvtr. Co., has a capacity of 600 bbls. The equipment is up-to-date in every respect.

Moscow, Ida.—The Moscow Farmers Union has let contract for the erection of its new elvtr., which will have a capacity of 75,000 bus. and will cost about \$25,000.

Twin Falls, Ida.—L. L. Breckenridge, mgr. of the Twin Falls Mill & Elvtr. Co., has been called by the American Red Cross into service for executive work in France. He will serve without pay and will leave whenever ordered to do so.

Genesee, Ida.—The Genesee Farmers Union Warehouse Co. has let contract to the Hickok Construction Co. for the erection of 2 elvtrs. One of 60,000-bus. capacity, with 16 bins, is to be erected adjacent to the company's present elvtr. The other is to be of 100,000-bus. capacity, with 35 bins.

Juliaetta, Ida.—The Juliaetta Elvtr. Co. has been incorporated. The company will erect an elvtr. of 75,000 or 80,000-bus. capacity to handle this year's crop. The building will have a concrete base and will be of the crib type. It will cost about \$18,000. The equipment will include an up-to-date bean cleaner.

Jerome, Ida.—The elvtr. recently completed for the Farmers Grain & Mlg. Co. at this place has a capacity of 50,000 bus. It is equipped with up-to-date machinery for the handling of grain, and cleaners for seeds and grain have also been installed. The firm will also handle coal. E. C. Gleason is mgr.

ILLINOIS

Borton, Ill.—We are out of the grain business, having sold our elvtr.—Henn & Beggs.

Curran, Ill.—I am now mgr. for the Curran Farmers Elvtr. Co.—Fletcher Earles.

Belleville, Ill.—The report that we had a fire at our elvtr. is incorrect.—Sehlinger Grain Co.

Cairo, Ill.—We have increased our capital stock to \$20,000.—Cairo Elvtr. & Mill Co., E. R. Taylor.

Gilman, Ill.—We have installed electric power in our elvtr. at this place.—R. F. Cummings Grain Co., Clifton.

Philadelphia, Ill.—The Philadelphia Farmers Elvtr. Co. has increased its capital stock from \$6,000 to \$12,000.

Summer, Ill.—There have been no changes in grain elvtrs. here. Our mgr. is Edw. O. Wilson.—Gem Mill Co.

Moweaqua, Ill.—We have bot the elvtr. of C. A. Davis at this place, and will take possession May 15.—McKenzie Co.

Harness sta. (San Jose p. o.), Ill.—John Wiemer, who owns the 2 grain elvtrs. at this station, is installing driers in his elvtrs.

Sciota, Ill.—C. P. Kline has been elected pres. of a farmers organization which will build an elvtr. and engage in the grain business.

Pierson, Ill.—The Atwood Grain & Supply Co., of Atwood, is negotiating for the purchase of the elvtr. of Horton & Collins at this place.

Heyworth, Ill.—The Hasenwinkle Grain Co. has let contract to Ballinger & McAllister for the installation of a drier in its elvtr. here.

Milmine, Ill.—Thurman Hamman has a 15,000-bu. silo adjacent to his elvtr. It is formed of concrete staves and was erected by Geo. Walker.

Tuscola, Ill.—Chambers & Foote own the elvtr. formerly owned by Thos. Abrams at this place, and have built a drier in connection with it.—X

Woodson, Ill.—Hugh J. Hagan, formerly of Jacksonville, has moved to this place where he will be mgr. for the Woodson Farmers Elvtr. Co.

Coatsburg, Ill.—We have made application to the railroad company for a site upon which to build an elvtr., but it has not been granted and we are not in position to go ahead with the building.—Coatsburg Grain & Livestock Co., H. C. Gilbert.

Mansfield, Ill.—The Farmers Grain Co. incorporated; capital stock, \$25,000; incorporators, Thomas H. Warren, Frank E. Van Nota and others.

Manteno, Ill.—The Farmers Elvtr. Co. is building a private telephone line between its office at this place and the one at Tucker (Bourbonnais p. o.).

Lick sta. (Chatham p. o.), Ill.—Ola Barker has located here, where he has accepted the position as mgr. for the Chatham Farmers Elvtr. Co.

Del Ray, Ill.—J. C. Madden, with J. P. Code, of Bradford, and D. J. Colgan, of Wyoming, has purchased an interest in the Wyoming Grain Co., of Wyoming.

Castleton, Ill.—William Hartz, of Wyoming, operates the elvtr. at this place under the name of J. A. Klack & Co.—Wyoming Grain Co., W. J. Sutton, mgr., Wyoming.

Ashkum, Ill.—Geo. K. Comstock, of C. H. Comstock & Co., was drafted Apr. 3 and was sent to New London, Conn. for training.—R. F. Cummings Grain Co., Clifton.

Montezuma, Ill.—N. D. McEvers has let contract to Ballinger & McAllister for a 10,000-bu. cribbed elvtr. on the Illinois river. It will not have any railroad connection.

Scarboro, Ill.—While Will Herrman is in the hospital at Rochelle, where he has been since early in Mar., I am managing the elvtr. for the Scarboro Grain Co.—Fred E. Durin.

Kincaid sta. (Taylorville p. o.), Ill.—Vivian Petrie, formerly of Pawnee, is the new mgr. of the elvtr. of Twist Bros. at this place. Mr. Petrie succeeds Albert Purnell, who resigned.

Foosland, Ill.—The Foosland Farmers Grain Co., for which Robert Ritchie is mgr., has been capitalized for \$15,000. W. S. Hinton is pres., and H. A. Beasley is sec'y of the company.

Walker, Ill.—H. R. Andrews has sold both his elvtrs. and other holdings at this place to the Conover Elvtr. Co., of Springfield. Mr. Andrews will devote his time to his Georgia interests.

Gillespie, Ill.—Heyen Bros. contemplate erecting their elvtr. on a spur of the C. & N. W. Ry. We understand it will not be started for some time owing to trouble in getting labor.—H. W. Rice.

Maunie, Ill.—A. Waller & Co. have completed a new coal burner, 18 feet in diameter and 26 feet high. The American Hominy Co. is preparing to erect a new elvtr.—W. G. Marlin, agt. A. Waller & Co.

Bluff Springs, Ill.—J. L. Parry, mgr. for the Farmers Elvtr. Co. at this place, has been called in the draft, and Elijah Needham will succeed him.—W. F. Allison, mgr. Philadelphia Elvtr. Co., Philadelphia.

Oswego, Ill.—We have increased our capital stock from \$15,000 to \$40,000, and are contemplating building an up-to-date coal elvtr. of about 600-tons capacity.—Oswego Farmers Grain Co., J. G. Etzel, mgr.

Cairo, Ill.—It was reported that the Hastings-Stout Co. contemplated adding concrete storage tanks of 60,000-bu. capacity, but the company reports that it has not fully decided on making the improvement.

Raymond, Ill.—The Farmers Grain, Hay & Supply Co. has let contract to Ballinger & McAllister for a 30,000-bu. concrete elvtr. and a 20,000-bu. concrete ear corn storage elvtr. Miller & Holbrook are the engineers.

Wyoming, Ill.—J. C. Madden, of DelRay, with J. P. Code, of Bradford, and D. J. Colgan, of this city, has purchased an interest in the Wyoming Grain Co., which succeeded the firm of J. P. Code & Co.—W. J. Sutton, mgr.

Beardstown, Ill.—The new mill of Schulz, Baujan & Co. has been completed. The mill, which takes the place of the one destroyed by fire, is an up-to-date fire-proof structure. It is 40x112 feet over all and is 6½ stories high.

Keithsburg, Ill.—The elvtr. of R. A. Newell, near the M. & St. L. stock yard, was completely destroyed by fire recently. The fire, caused presumably by an electric wire, started under the roof. Almost 500 bus. of corn were destroyed.

Hurlburt siding (Elkhart p. o.), Ill.—William Hughes Diller, of Springfield, has let contract to Ballinger & McAllister for a 25,000-bu. cribbed elvtr. and a No. 3 Hess Drier, to be built on the I. T. S. and C. & A. R. R. at this place.

Fiatt, Ill.—The elvtr. of the recently incorporated Farmers Grain & Elvtr. Co. has been completed. It is 95 feet high, is operated by electricity, and is up-to-date in every way. Willard Barclay, formerly of Lewistown, is mgr. of the elvtr. The company is also building a concrete office building.

Ohlman, Ill.—James F. Umpleby, who owns elvtrs in a number of nearby towns, has installed a new Hess Drier at his elvtr. here. The new plant will handle 2,500 bus. per day and take out 10% of the moisture. Mr. Umpleby is also building an addition to his elvtr. here which he expects to have completed by July 1st.

Greenwich sta. (Kankakee p. o.), Ill.—The elvtr. of the Bartlett Frazier Co., located on the Big Four tracks, burned Mar. 20. It is presumed that the fire was caused by sparks from a passing train. Elvtr. had not been used for several years and was empty. Loss \$800. It will not be rebuilt.—S. Orr, sup't Bartlett Frazier Co., Kankakee.

Jacksonville, Ill.—F. J. Blackburn, who for some time past has been conducting a wholesale grain and feed business, shipping in carload lots, has acquired an elvtr. site on the Burlington R. R., and will shortly begin the erection of an up-to-date elvtr. It is expected that the building will be completed in time for handling this season's crop of wheat.

Atwood, Ill.—Horton & Collins have sold their grain business at this place to the Atwood Grain & Supply Co. The consideration was \$25,000, but there is a provision that the deal is not to be binding unless the farmers at Pierson buy the Horton & Collins grain business at that point. This will be done as soon as the charter is received. The consideration for the Pierson business is also said to be \$25,000. The new company expects to take possession of the business here early in April.

Hudson, Ill.—The Hudson Farmers Grain Co. is installing a large Hess Drier. The new drier, which will be 4 times the size of the one recently installed, will be housed in a reinforced concrete building, 75 feet high, between the new office building and the elvtr. It will have a capacity of between 8,000 and 10,000 bus. of grain daily, a 140-h.p. steam boiler will furnish the heat for the drier and a steam engine will generate electricity with which to drive the fans. Ballinger & McAllister are the contractors.

Sadorus, Ill.—Albert Bostick, an employee of the elvtr. of Freeman & Stevens at this place, was recently caught between the bucket and the boot of the elvtr. He was unable to call for aid and was held helpless for almost an hour. When he was finally noticed it required a half hour or more to extricate him. He was taken to the office of a physician where it was found that his injuries were not of a serious nature. Mr. Bostick stated that the boot had choked and that in clearing it his arm had been caught and held by the weight of the buckets.

PEORIA LETTER.

Bryant Yeck, of the J. C. Luke Grain Co., has been called for training with the army.

The Board of Trade has increased the commission charge for handling cash corn to 1% of the selling price. The vote on the proposition was 57 to 5.

Four youthful freight car thieves were taken into custody by the local probation officer and railroad detectives Mar. 20. The boys are about 14 years old, and according to evidence gathered by the officers they are members of a gang which has been carrying on a campaign of thefts for several months. It is charged that they have been drilling holes in grain cars and selling the stolen grain to any one who would buy it at a price averaging 50c per bu. A warning has been issued that all persons purchasing grain, whether sweepings from cars or not, will be prosecuted under the law.

CHICAGO NOTES.

The Armour Grain Co. will erect a warehouse and mill in this city.

Herman C. Knoke, a member of the Board of Trade, died in Los Angeles, Cal., Apr. 1.

Clocks on the Board of Trade were pushed ahead one hour on Mar. 31st under the daylight-saving bill. This action did not change the trading hours.

The rate of interest for April for advances on Bs/L has been fixed at 7% by the finance com'te of the Board of Trade. This is the same as the rate during March.

On the first anniversary of America's entrance into the war the Board of Trade flew a service flag recording 1,050 members and employees now in the service of their country.

Mrs. J. W. Thomson, wife of James W. Thomson, a member of the J. Rosenbaum Grain Co., died suddenly Apr. 2 in Fort Worth, Tex., where she was visiting her nephew, Lieut. C. A. Banks.

Ozro W. Clapp, the only living charter member of the Board of Trade, died Apr. 5, aged 82 years. Mr. Clapp joined the Board of Trade in 1858, and with one exception he was the oldest member of any commercial exchange in the United States.

A. Stamford White, pres. of the Board of Trade, has set Thursday, Apr. 11, at 3 o'clock as the date for a meeting of members to pass on an amendment to the amendment to the oat rules. A ballot vote of the members will be taken, Tuesday, Apr. 16.

A recruiting station for the 3d Reg't, Illinois Reserve Militia, has been opened in the rotunda of the Board of Trade, with Capt. Mulvey, in charge. Many members of the Board of Trade already belong. The marine recruiting station in the Board of Trade is getting many recruits.

Members of the Board of Trade, and correspondents, are now required only to report in totals transactions in amounts of less than 25,000 bus., and on such transactions it is sufficient to show the number of principals represented. This change became effective Mar. 23.

A com'te has been appointed by A. Stamford White, pres. of the Board of Trade, to co-operate with government officials in regard to different questionnaires. Members receiving questionnaires should consult with Adolph Kempner and L. F. Gates, who have the work in charge.

Frank J. Delaney, W. N. Eckhardt, Adolph Kempner, E. A. James, D. H. Harris, George E. Booth, J. J. Bagley, and Ed. Hymers have been appointed as a com'te to prepare for the entertainment of delegates to the annual convention of the Illinois Grain Dealers Ass'n, to be held here May 21-22.

Jerome Levine, of New York, and E. A. Bowles, of Algona, Ia., have been elected to membership in the Board of Trade. Frank A. Jost, John H. Elker, Clarence E. Fox, and G. E. Newman have made application for membership, and the memberships of Arthur C. Wolfe, Alva J. Flatt, E. J. Kuh, Jr., G. E. Hill, H. C. Wilson, Walter Lyon, and O. P. Spellman have been posted for transfer. Of late demand for memberships in the Board of Trade has been stimulated by a belief that adoption of a new style of trading will bring a big revival of business to the grain trade.

Trading in March oats was stopped by the directors of the Board of Trade at a special meeting held Mar. 28. A com'te composed of J. P. Griffin, William Simons and Aldolph Gerstenberg decided that 92½¢ was a fair price at which to adjust open contracts. No penalty was attached. All trades in March indemnities on Mar. 28 were declared null and void, and the seller must return to the buyer the premiums paid.

At a recent meeting the directors of the Board of Trade ruled to discontinue trading in March corn. A settlement price of \$1.28 was fixed by a com'te appointed for that purpose. The directors also voted to continue in force the rule prohibiting the sending out of opinions as to the future trend of prices until further notice. They gave notice to members that it is not necessary to make daily reports on trades involving quantities of less than 25,000 bus.

The Board of Trade on April 6 adopted the amendments to section 3 of rule XXII, changing the rules for trading in corn. The amendments were published in full on page 383 of the Journal for March 10, and will become effective April 11. An amendment to the rule, relating to the trading in oats, had been posted for ballot on the same day, but this proposition was withdrawn by order of Pres. A. Stamford White, and the vote will not take place until further notice.

The Board of Trade has posted for ballot an amendment to section 3 of rule XXII, providing that on contracts for oats in no case an amount less than 1,000 bus. of any one grade in one elvtr. shall be deemed a valid tender. As the rule now stands 1,500 bus. of one grade in one elvtr. is the minimum quantity of oats tenderable, and the quantity for wheat and rye is 1,000 bus. The proposed change will place oats, wheat and rye on the same basis.

We are indebted to John R. Mauff, sec'y of the Board of Trade, for a copy of the 60th annual report of the trade and commerce of Chicago, for the year ended Dec. 31, 1917. The volume contains 386 pages, and is divided into 3 general divisions. The first of these gives in full the report of the pres. and several com'tes of the Board of Trade for 1917; the second gives complete statistical data relating to the year's business, together with a list of members of the Board of Trade; and the third section is devoted to the rules, by-laws and regulations of the Board of Trade. The report contains a vast amount of detailed information of interest to all students of matters pertaining to marketing in general, in addition to that which is of special interest to handlers of grain, grain products and live stock. The book is identical with that of former years as to size and the color and quality of its binding.

INDIANA

Lyons Station, Ind.—The elvtr. of T. O. Stanley was damaged by fire recently.

Bloomfield, Ind.—The Bloomfield Mill & Elvtr. Co. has filed a final certificate of dissolution.

Frankfort, Ind.—A. B. Cohee, of A. B. Cohee & Co., grain dealers, has been elected a member of the city council.

Earl Park, Ind.—I understand that Jordan & Baird have sold their elvtr. at this place.—N. P. Claybaugh, Frankfort.

Wolcottville, Ind.—Having sold my elvtr. to Pierce & Wolfe, I expect to buy another elvtr. at some other point.—Jay P. Strock.

Converse, Ind.—Knox & Boyd will equip their elvtr. with 2 Hall Signaling Distributors and one Hall Ear Corn Attachment.

Petersburg, Ind.—Miss Clyde Jackson, said to be the only woman in the state who operates a grain elvtr., has received a letter from her nephew, Abe Case, who is a soldier in France. Young Case has taken part in several battles since going over.—C.

Cambria, Ind.—We have bot the elvtr. at this place and will operate it under our name. The main office is at Moran.—E. C. Ogle & Co.

Indianapolis, Ind.—Ben B. Bishop, Sheldon, Ill.; J. C. Considine, and Sam J. Bruce have been elected to membership in the Board of Trade.

Deerfield sta. (Ridgeville p. o.), Ind.—We have bot the elvtr. at this station, and will take possession May 1.—Ross & Richards, S. L. Ross, Glen Karn, O.

Indianapolis, Ind.—The following ship-pers have been elected to membership in the Indiana Grain Dealers Ass'n: Furr & Cohee, Buckeye; Ball & Orme, Rushville; Fowler Grain Co., Fowler.—Chas. B. Riley, sec'y.

Westphalia, Ind.—This company succeeded the Westphalia Mill & Elvtr. Co. at this place, and are the only buyers here.—Westphalia Elvtr. Co., Roy Clodfelder, mgr.

Winchester, Ind.—The firm of Goodrich Bros. Hay & Grain Co., of which Gov. Goodrich is a member, has presented \$1,000 to the city to be used in beautifying Goodrich Park.

Carthage, Ind.—Our firm has been dissolved as a corporation, but will continue business as a private concern under the same name and management.—R. H. Hill, Hill Grain & Coal Co.

Buck Creek, Ind.—The Buck Creek Farmers Co-operative Ass'n has been organized at this place with a capital stock of \$20,000. C. J. Whistler is pres., and Clifford Lewis is sec'y.

Indianapolis, Ind.—P. E. Goodrich, of Goodrich Bros. Hay & Grain Co., of Winchester, has been nominated to fill the vacancy in the board of directors of the Indiana Grain Dealers Ass'n created by the death of T. A. Morrisson, of Kokomo.

Star City, Ind.—I have sold my elvtr. at this place to Jordan & Baird, who are old men in the business. The elvtr. has 24 bins, and is of 60,000-bu. capacity. I have not decided just what I shall do in the future, but I intend to continue helping to win the war. I have one son in France and another who will graduate from Purdue this spring and both these boys want to go to war.—J. C. Phillips.

Rossville, Ind.—We have bot the grain, feed and coal business at this place, taking possession Apr. 1. This firm is composed of N. W. Mattix, of Frankfort, and Everett Reveal, of New Ross. Mr. Reveal will remove to Rossville and will have charge of the business. Extensive improvements will be made in the elvtr. and new machinery will be installed in the near future.—Mattix & Reveal, N. W. Mattix, Frankfort.

Wolcottville, Ind.—Frank C. Wolfe and Merritt G. Pierce have become joint owners of the grain elvtrs. here, and the grain and feed business is now being handled under the firm name of the Wolcottville Elvtr. Co. Edward Wolfe, who was a partner in the Wolfe Bros. Elvtr. Co., has retired, and J. P. Strock has sold his plant on the Wabash to the new firm. Frank Wolfe will have charge of one elvtr. and Merritt Pierce the other.

IOWA

Ireton, Ia.—Wm. Taylor has resigned as mgr. for the Farmers Elvtr. Co.

Richards, Ia.—I am now agt. for the Quaker Oats Co. at this place.—A. C. Gingerich.

Holstein, Ia.—The Farmers Elvtr. Co. has increased its capital stock from \$20,000 to \$62,000.

Woolstock, Ia.—Electric motors were recently installed in the elvtrs. of the Farmers Co-operative Elvtr. Co.

Shell Rock, Ia.—Farmers of this locality are contemplating the organization of a farmers co-operative elvtr. company.

Beaman, Ia.—At the annual meeting of the Beaman Elvtr. Co., held recently, it was decided to increase the capital stock from \$10,000 to \$40,000.

Walker, Ia.—At the annual meeting of the Farmers Elvtr. Co. Joe Ernst was elected pres., and George Zieser, sec'y.

Livermore, Ia.—I have taken possession of the elvtr. of the St. John Grain Co., which I recently purchased.—C. O. Hoff.

Donahue, Ia.—Rohlk & Goetsch have bot the elvtr. of the Farmers Elvtr. Co., at Dixon. It was owned by J. Stroblin, of Walnut.

Davenport, Ia.—We are contemplating installing a portable elvtr. for loading cars from wagons.—Merchants Elvtr. Co., W. H. Holliday.

Garwin, Ia.—At the annual meeting of the Garwin Elvtr. Co. it was voted to increase the capital stock of the company from \$20,000 to \$100,000.

Martelle, Ia.—J. S. Armstrong is pres.-mgr. and J. E. Travy is sec'y-treas. of this company, which succeeds Collis S. Peet.—Farmers Elvtr. Co.

Akron, Ia.—The elvtr. and mill of the Akron Mfg. Co. has been bot by Ed Replogel, of Malvern, and E. S. Miller, of the Miller Cereal Co., Omaha.

Stanhope, Ia.—Farmers Elvtr. & Live Stock Co. incorporated; capital stock, \$25,000; incorporators, U. S. G. Kent, W. R. East, John Whalen, and others.

Marshalltown, Ia.—L. G. Clay, who was correspondent for E. W. Wagner & Co. here, has removed to Grundy Center, where he is with the E. E. Billings Grain Co.

Dalton sta. (Le Mars p. o.), Ia.—There is but one elvtr. here since the Atlas Elvtr. burned last month and that one is not now in operation.—M. A. F., agt. Atlas Elvtr. Co.

Paton, Ia.—By an amendment to its articles of incorporation, the Hubbard Grain Co., of Mason City, has changed its principal place of business from this place to Mason City.

Faulkner, Ia.—The Farmers Elvtr. Co. of this place recently remodeled its elvtr., installing a new engine, and built a flour and feed house. It is also contemplating erecting a new office building.

Grundy Center, Ia.—I have removed to this place from Marshalltown, Ia., where I was correspondent for E. W. Wagner & Co., and I am now with the E. E. Billings Grain Co. at this place.—L. G. Clay.

Central City, Ia.—We have sold our business at this place to the Farmers Exchange. We will operate our other stations the same as in the past, with purchasing office here.—Hatch & Brockman.

Muscatine, Ia.—There are no grain elvtrs. here. My warehouse is located on the C. R. I. & P. and C. M. & St. P. tracks. None of the other dealers here have a house on any railroad track.—G. B. Birch.

Mason City, Ia.—This company has amended its articles of incorporation, changing its principal place of business from Paton, as previously incorporated, to this place, and increasing the capital stock from \$25,000 to \$100,000.—Hubbard Grain Co., S. L. Gordinier, sec'y.



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Clemons, Ia.—Work has been resumed on the construction of our elvtr. The new office is about completed and the foundations are in for the feed and cement house.—Farmers Elvtr. Co., L. H. Armbricht, mgr.

Wilton Junction, Ia.—The elvtr. of A. W. Chambers will be remodeled, and new machinery will be installed. The equipment was furnished, and the work will be done by the Newell Construction & Machinery Co.

Madrid, Ia.—Soderlund Bros. will build an up-to-date fireproof elvtr. with a capacity of 30,000 bus. at this place. It is expected that the new building will be ready to do business before the coming crop is ready for market.

Lakewood, Ia.—We have completed our organization, and may purchase the elvtr. of Hubbard & Palmer. If we cannot make a satisfactory deal we will build. Herman Wiese is sec'y-treas. of the company.—Farmers Elvtr. Co., J. B. McMillan, pres.

Dixon, Ia.—We purchased the elvtr. of the Farmers Elvtr. Co. Mar. 15 and took possession Apr. 1. It will be operated by our firm, and will be managed by Louis Wunder. It was formerly managed by H. J. Kuehl.—Rohlk & Goetsch, Donahue.

Council Bluffs, Ia.—The Droge Elvtr. Co. has appealed from the judgment against it for several hundred dollars awarded the Cavers Elvtr. Co. The Cavers Elvtr. Co. claimed that the Droge Elvtr. Co. failed to deliver grain that had been contracted for.

Estherville, Ia.—A fire started in the elvtr. shaft of the elvtr. of B. B. Anderson, near the Rock Island tracks, Apr. 4. Prompt service by the fire company extinguished it before any great amount of damage was done. An overheated box is thought to have caused the fire.

Massena, Ia.—The elvtr. of Robinson & Johnson at this place has been purchased by the Rothschild Grain Co., of Atlantic. The present building will be torn down at once and a new elvtr. erected in its place. The new plant will have a capacity of 25,000 bus. and will cost \$10,000.

Grand Mound, Ia.—We have bot the local plant of the Quaker Oats Co., which includes a 40,000-bu. cribbed elvtr. This gives us 2 neighboring stations. We are planning to erect a new building to adjoin the elvtr. to take care of our seed business.—F. Mueller & Son, Calamus.

The program for the annual convention of the Western Grain Dealers Ass'n. to be held at Fort Dodge, Ia., April 18 and 19, has been completed, and it is published elsewhere in this issue of the Journal. Grain dealers will find much of interest in the program, and a good attendance is expected.

Palsville sta. (Belmond p. o.), Ia.—The Farmers Elvtr. Co., of Belmond, is planning to open a coal and lumber yard at this station, where the company now has a branch elvtr. Some coal business was done here the past year, but the company is contemplating erecting sheds for a complete line of lumber and building material at this place. J. H. Fetrow probably will be the mgr. here.

La Moille, Ia.—L. R. Jackson, mgr. for the Citizens Lbr. Co. at Toledo for a number of years, has purchased a half interest in the elvtr., lbr., coal, and general store business of F. C. Nichols at this place. He took possession Apr. 1. His partner is H. O. Hyatt, who has managed the Citizens Lbr. Co., at Marshalltown for 9 years. Both men will devote their entire time to the business.

Des Moines, Ia.—The many friends of C. E. Stephenson, who for the last nine years has traveled among the grain elevator operators of the west in the interests of the Western Grain Dealers Mutual Fire Ins. Ass'n, will regret to learn that he has severed his connection with this useful organization. Mr. Stephenson has won a host of friends during his many years' identification with the trade, and has had the satisfaction of contributing to the rapid growth of the ass'n.

Lohrville, Ia.—Wright & McWhinney will build an elvtr. near the Northwestern tracks here. It will be erected on the site of the old structure, which has not been used in some time. A mill in connection with the elvtr. is also contemplated.

KANSAS

Liberal, Kan.—The C. M. Light Grain Co. contemplates erecting a 200-bbl. mill.

Freeport, Kan.—The Farmers Co-operative Ass'n, incorporated; capital stock, \$10,000.

Wichita, Kan.—We have closed our office at this place.—Norris Grain Co., I. H. Blood.

Farmington, Kan.—E. H. McCue has let contract for the erection of a new elvtr. at this place.

Muscotah, Kan.—A. H. Calvert, of Calvert & Kelly, grain and lumber dealers, died here recently.

Agra, Kan.—S. T. Furlong is now in charge of the elvtr. of the Agra Co-operative Shpg. & Merc. Co.

Burrton, Kan.—We have installed a 20-h. p. electric motor in our feed grinding dept.—N. Sauer Mfg. Co.

Russell, Kan.—The Russell Mill Co., which operates a mill and elvtr. here, will erect a new office building.

Coats, Kan.—The elvtr. of the R. Clark Grain Co. has been sold to the Red Star Mill & Elvtr. Co., of Wichita.

Byers, Kan.—James Reedy has succeeded Arthur Randle as mgr. for the Byers Equity Union at this place.

Lorraine, Kan.—S. C. Groth recently sold his elvtr. at this place to the Red Star Mill & Elvtr. Co., of Wichita.

Anness, Kan.—The Anness Supply Co. has let contract to the White Star Co. for a 15,000-bu. elvtr. and warehouse at this place.

Wellington, Kan.—The elvtr., grain and coal business of J. D. Infield has been bot by the Sumner County Co-operative Union.

Severy, Kan.—The store house of A. M. Brandt & Son was burned recently, together with 20 tons of hay and 500 bus. of corn.

Riverdale, Kan.—The Farmers Elvtr. Co. has started work on its new 15,000-bu. elvtr. here. The White Star Co. has the contract.

Strickler sta. (Iuka p. o.), Kan.—The elvtr. of the Strickler Co-operative Exchange was damaged during a recent windstorm.

Norwich, Kan.—H. O. Thorne has sold his elvtr. to the Red Star Mills, of Wichita, and is no longer in the grain business at this place.

Geuda Springs, Kan.—The Probst Grain Co., of Arkansas City, has let contract to the White Star Co. for machinery for its new elvtr. here.

Parsons, Kan.—The Rea-Patterson Mfg. Co. will erect a warehouse, 100x35 feet, on the M. K. & T. tracks, and O. F. Illiam will build a flour mill.

Buhler, Kan.—The Buhler Mill & Elvtr. Co. has let contract for the erection of steel and concrete tanks to increase its present storage facilities.

Paola, Kan.—An elvtr. will be built and a cream and produce station opened here by the Farmers Union. The capital stock of the two concerns will be \$30,000.

Viola, Kan.—Guy Van Petten, formerly with the Viola Grain Co., has removed to Kansas City, where he will be identified with the state grain inspection dept.

Dorrance, Kan.—The elvtr. at this place formerly operated by Weber & Co., is now operated by the Weber-Freeman Mfg. Co. I am the agt.—J. J. Weber.

Harper, Kan.—The Harper Flour Mills Co. incorporated; capital stock, \$80,000; incorporators, E. F. Erbacher, J. F. Stephen, and M. J. Shepard, all of Kingman.

Hutchinson, Kan.—The Reno Flour Mills Co., which was recently organized to build a 1,000-bbl. flour mill at this place, will equip the mill to grind corn instead of flour.

Haddam, Kan.—The Farmers Union Elvtr. & Supply Co. has voted to dissolve and to become affiliated with the Washington County Farmers Union Co-operative Ass'n.

Palestine sta. (Belle Plaine p. o.), Kan.—Work is progressing rapidly on the elvtr. being built at this station by the New Era Mfg. Co., of Arkansas City. The White Star Co. is the contractor.

White Cloud, Kan.—Fred Busenbarrick, formerly with the White Cloud Mfg. Co. at this place, has removed to Spring Ranch, where he will have charge of the elvtr. of the Spring Ranch Grain & Mfg. Co.

Hutchinson, Kan.—The Mutual Grain Co. is no longer in business here, the members of the firm having left the city. We do not know where they are now located.—The Paul Phillips Grain Co.

Aumann sta. (Geuda Springs p. o.), Kan.—Work is progressing rapidly on the elvtr. being erected at this place by the New Era Mfg. Co., of Arkansas City, Kan. The White Star Co. is the contractor.

Wichita, Kan.—O. E. Bedell has purchased one of the memberships from W. F. McCullough in the Board of Trade, and J. H. Beyer has purchased the membership of Stanley Christopher, of Kansas City.

Neola, Kan.—The Rea-Patterson Mfg. Co., has purchased the elvtr. of the Neola Elvtr. & Supply Co. at this place. William Hennings, mgr. of the company's elvtr. at Turon, will have charge of the elvtr.

Rossville, Kan.—There are 2 elvtrs. in operation at this place. The Golden Belt Elvtr. Co. leased the elvtr. of the W. F. Bolan Grain Co. and has been in charge for a number of months.—William F. Bolan.

Ellsworth, Kan.—On account of my partner, Joseph Hloucal, being in the draft I bot his half interest in the business of Janousek & Hloucal and am operating it in my own name.—Joseph Janousek.

Fort Riley, Kan.—The government will erect a large grain elvtr. beside the U. P. tracks near Camp Funston, to be used for storing grain for animals. Lieut. Col. Frederick J. Herman is construction quartermaster.

Turon, Kan.—William Hennings, mgr. of the elvtr. of the Rea-Patterson Mfg. Co. at this place, will remove to Neola, where he will have charge of the elvtr. recently purchased by the company from the Neola Elvtr. & Supply Co.

Sabetha, Kan.—Our elvtr. and contents, including 2,300 bus. of corn, were totally destroyed in the recent fire. Building and contents were fully covered by insurance. We will rebuild at once with either concrete or ironclad frame construction.—Derby Grain Co.

Falun, Kan.—The Farmers Union Co-operative Ass'n has been incorporated. The company will build a 40,000-bu. capacity elvtr. to be completed by July 1, and to be located along the Mo. Pac. tracks. William Lindblom is pres. of the company, and F. Peterson is treas.—X.

Rossville, Kan.—We are erecting a corn crib, 16x80 feet, 10 feet high, with concrete floor and iron roof. Twenty-four feet of this crib will be lined with shiplap and will be sided with iron so that it can be used for small grains.—Farmers Co-operative Elvtr. Co., W. S. Bolton, mgr.

Caldwell, Kan.—W. A. Applegate has resigned as mgr. of the Snell Mill & Grain Co. at Clay Center. He will succeed J. E. Damon as mgr. for the Caldwell Mfg. Co., at this place. Mr. Damon has disposed of his interest in the Caldwell Mfg. Co. to enter the business of the Reno Flour Mills Co., of Hutchinson, in which he will be associated with L. H. Pettit and others.

La Crosse, Kan.—As Mr. Weigand has been accepted for service in the United States army we have decided to sell our elvtr.—Smith & Wiegand Grain Co.

Clay Center, Kan.—W. A. Applegate has resigned as mgr. for the Snell Mill & Grain Co. at this place. He will remove to Caldwell, where he will succeed J. E. Damon as mgr. for the Caldwell Mlg. Co.

Ellsworth, Kan.—The origin of the fire that occurred in my elvtr. Mar. 21st is not known, but it was undoubtedly caused by sparks from a passing engine. Loss was about two-thirds, with insurance of \$2,500. I intend to repair the elvtr., and also to add improvements to the interior to make it more convenient. The elvtr., known as the Old Midland, is the oldest elvtr. in the city, and has a capacity of 8,000 bus.—C. H. Veatch.

Cheney, Kan.—On the afternoon of Friday, Mar. 22, the elvtr. of the Larabee Flour Mills Corporation at this place was discovered to be on fire. By quick work and the use of the salt water barrel, combined with the efforts of the fire dept., the fire was extinguished. The damage done was confined to the leg and the burning of the cup belt. On the night of Mar. 25 an alarm of fire was turned in from the elvtr. of the Bowersock Mills & Power Co., and while this fire was being extinguished the Larabee Elvtr. burst out in flames all over. The fire had gained so much headway that it was impossible to even get into the elvtr. The entire building was destroyed. About 1,000 bus. of wheat were in the elvtr. of which amount about one-half was saved.—J. E. Peters, agt. Larabee Flour Mills Corporation.

KENTUCKY

Henderson, Ky.—A cigaret stub tossed on a pile of empty sacks on the river levee Mar. 25, set the sacks on fire. The sacks belonged to the Henderson Elvtr. Co. and were valued at \$10.

Hopkinsville, Ky.—We have installed machinery for a 500-bbl. corn mill, and will manufacture corn meal, grits, hominy, corn flour and hominy feed. James West is pres. of this company, W. F. Garnett is sec'y-treas., and F. K. Yost is mgr.—Hopkinsville Mlg. Co.

LOUISIANA

New Orleans, La.—I started in business here Mar. 1, and am particularly interested in grain as a forwarder.—Jefferson D. Hardin, Jr.

Monroe, La.—The Monroe Mill & Elvtr. Co. is a new partnership, composed of Z. R. Lawhon, R. T. Lawhon, Est. of G. W. Lawhon and D. F. Overdyke, which was opened for business Apr. 1st. The three first named partners own the Shreveport Mill & Elvtr. Co., but the business here will be a new and separate one. The property has been bot and the warehouse erected.—Shreveport Mill & Elvtr. Co.

MARYLAND

Carrollton, Md.—I will be mgr. of the elvtr. and mill at this place, which my father recently purchased of William Long. My father will continue business at his mill in Middleburg. The capacity of our mill is 40 bbls. per day, and the elvtr. capacity is 7,000 bus.—Wilfred H. Crouse.

Monkton, Md.—The Monkton Roller Mills, Inc., will erect a large mill along the Nor. Cen. R. R. here, where the company now owns about 15 acres of land, including a portion of the Gunpowder River and power rights thereof. The land for the mill site is a portion of the company-owned rights. The company intends to erect a hydro-electric power plant along the river to generate electricity for the operation of the mill. The proposed mill is to be 32 feet wide, 72 feet long, and 5 stories high. The grain elvtrs. will be of reinforced concrete, 30 feet in diameter and 65 feet high. The

capacity of the mill will be 300 bbls. of wheat flour and 150 bbls. of corn flour daily.

BALTIMORE LETTER.

Baltimore, Md.—The wife of Arthur Blackburn, of C. P. Blackburn & Co., died recently.

Baltimore, Md.—A bill to provide for a state food administrator failed of passage by the legislature.

The annual auction sale for the choice of grain tables in the Chamber of Commerce was held Apr. 1st.

The Chamber of Commerce will fly a service flag as soon as a list of all those identified with the Chamber who have entered the service of their country is completed.

Local grain firms have been asked by the Food Administration to submit lists showing old grain contracts not yet filled, and efforts will be made to have the contracts completed.

John Ament and James T. Everett have been elected to membership in the Chamber of Commerce, and the memberships of Wm. B. McGroarty, Seabury Davies, and Philip A. Small have been transferred.

In a letter addressed to the Chamber of Commerce Mar. 19 the local agt. of the Food Administration Grain Corporation stated that his advices show there is plenty of oats in Baltimore and en route to the market, and that the difference which then existed between prices at Baltimore and at Chicago was not justified. Notice was given that, if the difference continues, the same restrictions will be placed on uptown elvtrs. as are now in effect on export elvtrs., and that no one will be permitted to hold grain in these elvtrs. over a period fixed by the Food Administration.

MICHIGAN

Corunna, Mich.—I am now mgr. for Farmers Co-operative Elvtr. Co.—George Tickner.

Jackson, Mich.—The Stockbridge Elvtr. Co. had 1,000 grain sacks stolen from its building recently.

Coldwater, Mich.—The Wm. A. Combs Mlg. Co. is installing a Hall Signaling Distributor in its elvtr.

Blissfield, Mich.—The Farmers Co-operative Grain & Produce Co. incorporated; capital stock, \$30,000.

St. Johns, Mich.—The elvtr. of John Hicks was burned Apr. 4; loss, \$30,000. The cause is unknown.

Clifford, Mich.—The Clifford Gleaners Co-operative Elvtr. Co. has changed its name to the Clifford Farmers Co-operative Elvtr. Co.

Elkton, Mich.—Joe Heaton has resigned as mgr. for the Farmers & Gleaners Elvtr. Co. at this place. He will remove to Port Huron, where he has accepted a similar position.

Fountain, Mich.—Charles Wolohan, of Birch Run, has bot the elvtr. of H. Eoff at this place. He will remodel the elvtr. and will install up-to-date cleaning machinery.—W. W. Boughner.

Saginaw, Mich.—The Saginaw Mlg. Co. has made application to increase its capital stock from \$250,000 to \$1,000,000. The company plans to use the increased capital in enlarging its plants in various parts of the state.

Swartz Creek, Mich.—There has been some talk of a farmers co-operative elvtr. being built here, but as nearly as we can find out nothing definite has been done. We understand it has been postponed for the present.—H. Frutchey, sec'y Swartz Creek Grain Co.

Orleans, Mich.—The elvtr. and feed mill of the Orleans Elvtr. Co. was burned recently. It is thought that the fire caught from a stove as no one was in the building at the time the fire was discovered. The building will not be rebuilt, but a feed mill will be installed in the elvtr.—Wardrop & Robertson.

Fenwick, Mich.—The Hall Elvtr., owned by Hiram Hall and Post Bros., and operated as the Fenwick Elvtr. Co., has been taken over by E. L. Wellman of Grand Rapids, and associates, and incorporated as the Fenwick Elvtr. Co. with a capital stock of \$10,000, of which \$8,500 has been paid in. E. L. Wellman, W. H. Griffin, J. J. Wickens and others are the incorporators.

Flushing, Mich.—Fire, caused by a hot box in the peak of the mill, burned our mill, elvtr. and power plant recently. We believe that a rope drive assisted in scattering the fire to each of the 4 floors of the mill. We will rebuild the power plant on old site first, and later on will build an elvtr. and a mill, but on another location as we will not put 3 plants under one roof again.—Hart Mlg. & Power Co.

MINNESOTA

Dassel, Minn.—The Farmers Elvtr. Co. contemplates erecting a warehouse.

Iona, Minn.—V. D. Lees, of Lakefield, is now mgr. for the Farmers Elvtr. Co.

Hatfield, Minn.—We are contemplating building an elvtr. at this place.—Farmers Elvtr. Co.

Marshall, Minn.—T. T. Scheimow has resigned as mgr. for the Farmers Elvtr. Co. at this place. R. W. Williams is now mgr. for the company.

Le Sueur, Minn.—The elvtr. of Betts & Smith has been taken over by A. O. Radke, of Wood Lake.

Dotson sta. (Springfield p. o.), Minn.—A. A. Swanson, of Winthrop, is now mgr. for the Farmers Elvtr. Co. at this place.

Menasha, Minn.—Plans are being formulated for the organization of a farmers co-operative elvtr. company at this place.

Stillwater, Minn.—The Northland Rye Mills Co. has let contract for the erection of a mill in connection with its present plant.

Black Duck, Minn.—This company, which was incorporated last fall, does not handle grain.—Farmers Society of Equity.

Gary, Minn.—William Sirek has resigned his position as agt. for the Monarch Elvtr. Co. He expects to enter the army in the near future.

Lansing, Minn.—A. E. Beadell has resigned as mgr. for the Farmers Elvtr. Co. and will retire to his farm. He will be succeeded by Art Strong, who has been assistant mgr.

Foley, Minn.—Henry Bettendorf has been appointed mgr. for the elvtr., and H. E. Clifford mgr. for the mill of the Foley Mlg. & Elvtr. Co. to succeed J. W. Feddema, deceased.

Duluth, Minn.—Thornton W. Hall and H. G. Manley have been elected to membership in the Board of Trade, and Clarence A. Brown and C. W. McLennon have transferred their memberships.

Lake City, Minn.—Paul Gohl is pres., and Peter Schafer is sec'y of the recently organized Farmers' Elvtr. Co., which has taken over the elvtr. of P. Beck & Sons. A mgr. will not be chosen by the new company until later in the season.

Eagle Lake, Minn.—We have built a corn crib of 2,000-bu. capacity, and have given our elvtr. a general overhauling. The corn crib is 70 feet long, 8 feet wide at bottom, 10 feet wide at top, and 10 feet high.—G. A. Harein, agt. Commander Elvtr. Co.

Arlington, Minn.—We are installing an electric motor in our elvtr. and already have electric lights. The Arlington Mlg. Co. is contemplating installing a motor. The Pacific Elvtr. Co. has installed a 7-h. p. motor.—Carl Doerr, mgr. Independent Elvtr. Co.

Willow Lakes, Minn.—The Farmers' Elvtr. Co. has let contract to the Hickok Construction Co. for a general overhauling of its twin elvtrs. A new and enlarged pit will be placed in both elvtrs. also 2 additional legs. The cost of the improvements will be between \$3,000 and \$4,000.

Danube, Minn.—Contract has been awarded for the construction of a farmers elvtr. at this place, the cost to be about \$20,000.

MINNEAPOLIS LETTER.

R. V. Gordon has resigned his position as mgr. of the Northland Rye Mills Co.

A. W. Durrin, of the McCaull-Dinsmore Co., has joined the army and is now in the quartermaster's dep't at Camp Pike.

S. M. Anderson, formerly traveling agt. for the Sioux Falls, S. D., office of the McCaull-Dinsmore Co., of this city, is now with the engineering forces in France.

The Minneapolis Grain Shippers' Ass'n held its annual election of officers Apr. 4. Frank J. Seidl was elected pres.; E. J. Grimes, vice-pres.; W. E. Mereness, sec'y-treas. H. E. Hughes and W. T. Fraser were elected members of the executive com'ite. W. E. Mereness was presented with a monogrammed gold watch.

The following memberships in the Chamber of Commerce have been transferred: from E. R. Tuffee to W. M. Atkinson, John D. Stone to T. H. Westmoreland, C. A. Christensen to Edgar L. Mattson.

Traveling representatives licenses have been issued by the Chamber of Commerce to Leslie Hill to represent the Woodward-Newhouse Co., and Eugene K. Stratton to represent the Godfrey Blanchard Co.

Capt. Hugh H. Barber, son of George H. Barber, who is traveling grain solicitor for the Brown Grain Co., and well known to the grain trade of the Northwest, was wounded in action in France last month.

ST. PAUL LETTER

The Gopher Grain Co. incorporated; capital stock, \$30,000.

The Federal Grain Co. is about to install the machinery for a 150-bbl. corn mill.

The Capital City Mlg. & Grain Co. has increased its capital stock to \$250,000, and will use the increased capital to erect another plant. W. E. Coles is pres. and treas. of the company.

MISSOURI

Kewanee, Mo.—A 20,000-bu. elvtr. has been completed by the Sikes-McMullin Co., of Sikeston.

Elmo, Mo.—The new elvtr. of Adkins Bros. will be equipped with a Hall Signaling Distributor.

Monett, Mo.—A. C. Squibb is sec'y, treas. and gen'l mgr. of this company.—Monett Mill & Elvtr. Co.

Kidder, Mo.—We are contemplating building an elvtr. here this season.—O. A. Talbott & Co., Laclede.

Breckenridge, Mo.—We are contemplating erecting an elvtr. here this season.—O. A. Talbott & Co., Laclede.

Mooresville, Mo.—We are contemplating erecting a warehouse here this season.—O. A. Talbott & Co., Laclede.

California, Mo.—We have bot the elvtr. of J. E. Bybee at this place which was formerly owned by George Cavers.—Gattermeier Mlg. Co.

Melguin Switch (Reeds p. o.), Mo.—I am no longer agt. for the Cowgill & Hill Mlg. Co. My successor is C. V. Grishorn, of Hoberg.—R. H. Howard, La Russell.

Neosho, Mo.—Fire originating in the top of the elvtr. of the Thurman-Davis Grain Co. recently burned the elvtr. and some adjoining buildings owned by the company. About 8,000 bus. of corn and a quantity of grain sacks were also destroyed. When discovered by the men who were on the night shift, the fire was a small blaze in the top of a leg and it is thought to have been started by a hot box. When the elvtr. belt burned in two and fell to the boot it started fire from below and from there it spread thruout the house very rapidly. Five carloads of corn and feed on the track nearby were saved. The company, which is composed of J. W. and R. E. Linney and C. E. Davis, will rebuild the plant.

Fisk, Mo.—We have begun construction work on a 15,000-bu. elvtr. at this place.—Bowman Grain Co., Dexter.

Aurora, Mo.—The Majestic Mlg. Co. has built a 400-bbl. corn meal mill at this place. It is constructed of re-inforced concrete and is to be operated by electricity in connection with the elvtr. and 1,000-bbl. flour mill of the company.

Dexter, Mo.—I have severed my connection with the Scott County Mlg. Co., of Sikeston, and have organized a company and contemplate establishing a line of elvtrs. thruout southeast Missouri. The company will be known as the Bowman Grain Co.—B. W. Bowman.

East Lynne, Mo.—We expect to have our new up-to-date 15,000-bu. elvtr., now under construction, completed by May 1st. The firm that will operate this elvtr. will be known as the S. R. Zook Grain Co., instead of the Zook Bros. Grain Co., as previously reported.—S. R. Zook.

KANSAS CITY LETTER.

J. W. Bomgardner, the oldest member of the Board of Trade, died Apr. 1.

A com'ite of 25, of which C. W. Lonsdale, of the Simonds-Shields-Lonsdale Grain Co., is a member, will conduct the campaign for the Third Liberty Loan in this city.

The Board of Trade has adopted the new system of trading in corn, oats and kafir futures. It is to become effective June 1, but the date may be advanced if it becomes necessary to do so to keep in line with the action of other markets.

Frank T. Kane has applied for membership in the Board of Trade, upon transfer of membership from John P. Dolan. Loren J. Morgan has made application for membership, upon transfer of membership of J. S. Adsit. W. Wood Marshall has applied for membership, upon the transfer of membership of George I. Kimball, deceased.

D. F. Piazek, vice-pres. of the United States Food Administration Grain Corporation, left Apr. 1st on a tour of investigation in Texas. Mr. Piazek was informed that Food Administration laws were not being complied with at Plano and Waco, Tex., and he went to make a personal investigation. He has uncovered 500,000 bus. of hoarded wheat in Texas.

The conference on the demurrage situation held recently by the Board of Trade, the Kansas and Missouri State Grain Inspection Dep't and all terminal lines, with M. W. Rotchford mgr. of the Western Demurrage Bureau of Chicago, the following resolution, which the railroads had adopted at a previous meeting, with regard to the assessment of demurrage, was presented: Resolved, That we observe the present rule, that is to assess demurrage from the time notice is given and the car is located and is available for inspection. Any disputes over demurrage which has accrued on cars in the past 2 or 3 weeks because of improper or nonplacement for inspection will be governed by the above resolution and where the cars have not been properly placed, demurrage should not be paid.

ST. JOSEPH LETTER.

A permit has been issued to the Schreiber Hay & Grain Co. to build an iron clad elvtr. to cost \$5,000.

A demurrer was sustained Mar. 21 by Judge Utz in the case of George W. Carter against members of the Grain Exchange, whom he had sued for \$100,000, alleging they had wrongfully expelled him from the exchange.

I am one of the owners of the Bruce Bros. Grain Co., at Kansas City, and recently we purchased the control of the Holdridge Grain Co., of this city. I will be in charge of the business. This being a corporation, we probably will continue under the name, Holdridge Grain Co., for several months, but later on will change to the Bruce Bros. Grain Co. I have bot the membership of F. G. Endelman in the Grain Exchange.—Marshall Bruce.

ST. LOUIS LETTER.

The office of the federal grain supervisor for this district has been moved from the old Custom House to the Pierce Building.

A special election of the Merchants Exchange was held April 8 to vote on a proposed amendment to Rule 21 giving the board of directors authority to fix, from time to time, terms and conditions upon which trading shall be permitted and to regulate the volume of trading.

MONTANA

Stevensville, Mont.—H. C. Lockridge is erecting a building for the purpose of conducting a grain, feed and coal business.

Plains, Mont.—The Plains Montana Mills has been making a number of improvements in its mill and elvtr. New machinery has been installed, 2,000 square feet of warehouse space has been added, and an addition to the office is about completed.

Wibaux, Mont.—H. M. Cummings, formerly mgr. for the Wibaux Elvtr. Co., has been in the army for very nearly a year.—George F. Hanson.

Miles City, Mont.—The Miles City Mlg. & Elvtr. Co. will build a mill at once. They are now trying to secure a site for an elvtr. to be located on the C., M. & St. P. Ry.—X.

Christina, Mont.—A new elvtr. is to be built at Monson, a siding 4½ miles south of here. It is to be built and owned by the Western Grain & Lbr. Co., of Lewistown.—T. G. Jamison, mgr. Christina Farmers' Elvtr. Co.

Dillon, Mont.—Our new mill will have a capacity of 75 bbls. at present, but the building will be large enough to increase the capacity to 150 bbls. We may build an annex to the elvtr. later on. Our new firm name will be the Beaverhead Mill & Elvtr. Co.—Beaverhead Co-operative Co., F. H. Williams, mgr.

NEBRASKA

Richfield, Neb.—The Farmers' Union has bot the elvtr. of B. Cockerill.

Wabash, Neb.—David Mitchell has bot the elvtr. of J. W. Colbert at this place.

Rockford, Neb.—Lloyd Ruyle will soon take charge of the Farmers Union Elvtr.

Randolph, Neb.—The Farmers' Co-operative Ass'n incorporated; capital stock, \$25,000.

Sterling, Neb.—Farmers' Union Co-operative Ass'n incorporated; capital stock, \$50,000.

Marquette, Neb.—The Marquette Elvtr. Co. will install 2 electric motors in its elvtr. here.

York, Neb.—The Updike Grain Co., of Omaha, has sold its elvtr. at this place to Pauly Bros.

Garrison, Neb.—The Farmers Grain Co. will equip its elvtr. with a Hall Signaling Distributor.

Weston, Neb.—J. J. Staska has purchased the elvtr. of the Omaha Elvtr. Co. at this place.

Hebron, Neb.—A Hall Signaling Distributor is being installed in the elvtr. of the Hebron Grain Co.

Chapman, Neb.—The Chapman Co-operative Ass'n incorporated to deal in grain; capital stock, \$25,000.

Gordon, Neb.—The Farmers' Union Co-operative Ass'n has been organized with a capital stock of \$25,000.

Brainard, Neb.—The Nye-Schneider-Powder Co. will install a Hall Signaling Distributor in its elvtr.

Laurence, Neb.—G. A. Hurley, formerly of this place, has removed to Burns, Wyo., where he has bot an elvtr.

Bethany, Neb.—George Cottier, who recently sold his farm, is contemplating starting in the elvtr. business here.

Hastings, Neb.—Peter McIntosh, deputy county treas., has accepted a position with the Koehler-Twidale Elvtr. Co. here.

Central City, Neb.—The Co-operative Ass'n incorporated; capital stock, \$25,000; Thomas F. Farrell, pres.; Charles Rosselman, sec'y.

Elkhorn, Neb.—The Farmers' Union has bot the elvtr. of the Elkhorn Grain Co., of which J. G. Seffuss and Carl C. Holling were owners.

Surprise, Neb.—A. C. Dunning, of Shelby, has sold his elvtr. at this place to the Farmers Elvtr. Co., which will take possession May 1.

Oreapolis, Neb.—We have sold our elvtr. at this place to A. S. and T. J. Will, and they are now operating it.—Duff Grain Co., Nebraska City.

Oakdale, Neb.—W. T. Scott has resigned his position at the elvtr. of the Torpin Grain Co. to accept a position with the Standard Oil Co.

Peck sta. (Humphrey p. o.), Neb.—Chris Martinson has resigned as mgr. for the T. B. Hord Grain Co. here and Joseph Roy has succeeded him.

Pierce, Neb.—Geo. Drebert has sold his elvtr. and coal business to Boche Bros., formerly of Norfolk. The new owners took possession April 1.

Bradshaw, Neb.—Thomas Rowe, our gen'l mgr., resigned the first of the month.—Farmers Co-operative Ass'n, B. L. Hedrick, assistant mgr.

Davenport, Neb.—I am now agt. for the Shannon Grain Co. at this place, having succeeded J. W. Hart upon his removal to Howe, Kan.—J. R. Sien.

Clarks, Neb.—The Farmers' Elvtr. Co. has been re-organized as the Farmers' Union Elvtr. Co., and is contemplating increasing its elvtr. capacity.

Linwood, Neb.—Joe Bunda will have charge of the elvtr., which the recently organized Farmers' Grain Co. bot of the Dawson Grain Co. at this place.

Benedict, Neb.—We will build a concrete elvtr. this summer. Have not let contract, but hope to have it under contract by May 1.—Farmers Grain Ass'n.

Western, Neb.—Ollie Hampton is assisting at the elvtr. of the Western Elvtr. Ass'n. He has taken the place of John Loose, who has moved to a farm.

Kramer, Neb.—We have sold our elvtr. to the Farmers' Co-operative Ass'n, which took possession Apr. 1.—Brahmstadt Bros. Grain Co., Benj. B. Brahmstadt, mgr.

Vesta, Neb.—We have sold our elvtr. at this place to the Farmers' Union Co-operative Ass'n, and they have taken possession.—Duff Grain Co., Nebraska City.

Cornlea, Neb.—The Farmers' Grain & Lbr. Co. incorporated; capital stock, \$30,000; incorporators, Peter Noonan, William Herchenbach, J. M. Miller, and others.

Spring Ranch, Neb.—I have moved here from White Cloud, Kan., and will have charge of the elvtr. of the Spring Ranch Grain & Supply Co.—Fred Busenbarrick.

Oconto, Neb.—The Farmers Grain & Live Stock Co. of Oconto incorporated; capital stock, \$25,000; incorporators, J. A. Snyder, J. J. Bobbitts, R. C. Franklin and others.

Silver Creek, Neb.—J. C. Read, who was agt. for the T. B. Hord Grain Co. at this place, will remove to Fullerton, where he will take charge of the Farmers Union Elvtr.

David City, Neb.—We have sold our elvtr. at this place to the Farmers' Co-operative Grain Co. We are still in the grain business, but not at this station.—Schaaf Grain Co.

Arbor sta. (Davey p. o.), Neb.—We are contemplating making extensive improvements in our elvtr. among them being the installation of an attrition mill, car loader, cleaner, fire barrels, gasoline or kerosene engine, portable elvtr., self-contained flour mill, and storage tanks.—Arbor Co-operative Grain Co., O. F. Hines, mgr.

Liberty, Neb.—H. C. Dryden, who has been mgr. for the Wright-Leet Grain Co. for seven months past, will remove to Idaho. He will be succeeded by W. Snider, of DeWitt.

Lodge Pole, Neb.—E. Fenske has sold his elvtr. at this place to parties from Lincoln, who took possession Apr. 1. The new firm will be known as the Lodge Pole Lbr. & Grain Co.

Elmwood, Neb.—J. H. Rogge & Co. will build a 12,000-bu. cribbed elvtr. to replace their elvtr. which was destroyed by fire a short time ago. The Birchard Construction Co. has the contract.

Seneca, Neb.—The R. S. Proudft Lbr. Co., of Lincoln, has made application for a site on which to erect an elvtr. The elvtr. is to be completed in time for this year's rye crop.—X.

Bladen, Neb.—F. Brewer is the present mgr. for the Hynes Elvtr. Co. We have just installed a Hall Signaling Distributor and a new manlift in our elvtr.—Chas. W. Wood, agt. C. B. Seldomridge.

Raeville sta. (Petersburg p. o.), Neb.—The new elvtr. of the Crowell Lbr. & Grain Co. is now completed with the exception of the installation of a small amount of machinery.—F. W. Greene, Omaha.

Humphrey, Neb.—Harry Cruickshank, who was agt. for the T. B. Hord Grain Co. here, has resigned his position and will remove to Blair. The company is contemplating building a large up-to-date elvtr.

Albion, Neb.—Chas. Phelps has resigned his position as local mgr. for the Nye-Schneider-Fowler Co. and will take a position on the road for the company. Frank Titus, of Atkinson, will be his successor.

Sterling, Neb.—The Farmers' Union Co-operative Ass'n incorporated; capital stock, \$30,000; incorporators, Fred Conkel, H. Harms, Henry Christine and others. Horace Miller has been appointed mgr. for the company.

Mason City, Neb.—Sparks from a passing engine recently burned a small hole in the roof of my elvtr., causing damage of about \$25. Have not carried insurance on the elvtr. because it was not in use.—B. J. Tierney.

Oconto, Neb.—Farmers' Co-operative Co. incorporated; capital stock, \$10,000; incorporators, Ellis Hanson, Frank Dwerlkotte, Frank Devine and others. It is understood that the company will erect a grain elvtr. at this place.

Dixon, Neb.—J. A. Kelly, of Merrill, has taken charge of the elvtr. of the Farmers' Elvtr. Co. here. Guy Young, former mgr., has removed to Dekama, where he will engage in farming.—F. J. Hopkins, mgr. Atlas Elvtr. Co.

Halsey, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$10,000; incorporators, J. W. McIntyre, B. R. Baker, J. M. Beardsley, J. W. Richardson and others. The company is also in business at Thedford.

Thedford, Neb.—Farmers' Union Co-operative Ass'n incorporated; capital stock, \$10,000; incorporators, J. W. McIntyre, B. R. Baker, J. M. Beardsley and J. W. Richardson and others. The company is also in business at Halsey.

Dunbar, Neb.—We have sold our elvtr. to the farmers but they have not as yet organized. We understand they will operate under the name of the Dunbar Elvtr. Co., and that the company will either buy or lease the elvtr. of the Duff Grain Co.—John G. Murray.

Madison, Neb.—The Madison Grain Co., successor to the Hume, Robertson, Wyckoff Co., has been organized and incorporated. Capital stock, \$50,000. C. E. Pearce is pres. of the company, and F. T. Underberg is sec'y-treas.-mgr.

Hastings, Neb.—Percy Reed, formerly with the Kansas Flour Mills Co., at Ada, Kan., is now agt. at our elvtr. in this city. He succeeded Charles Frank, who accepted the position of mgr. for the Farmers' Union Elvtr. Co. at Fairfield.—J. M. Carrigan, mgr. Updike Grain Co.

Norfolk, Neb.—The Farmers' Grain & Live Stock Co. contemplates building an up-to-date elvtr. with drying and terminal facilities. The capital stock of the company was recently increased from \$25,000 to \$100,000 so that the plans of the company may be carried out.

Dunbar, Neb.—We recently sold our elvtr. at this place to the Dunbar Grain Co. The same company also purchased the elvtr. of the Murray Grain Co. here, which is located on the Mo. Pac. Ry. The company is now operating both elvtrs.—Duff Grain Co., Nebraska City.

Benson, Neb.—The Stoltenberg Elvtr. Co. has let contract to the Van Ness Construction Co. for a new elvtr. and implement house, work to begin at once. The elvtr. and warehouse will be 2 stories high, with 15,000 feet of floor space, as well as large coal yards.

Rohrs, Neb.—We will install a new cleaner in our elvtr. Our company name is incorrectly given in the list of Nebraska grain elvtr. operators, and the line which indicates the post office to be at South Auburn should be disregarded.—Farmers Grain Co., H. Thulowit, mgr.

Crab Orchard, Neb.—S. A. Mathews, formerly mgr. for the Wright-Leet Grain Co. at this place, is now mgr. for the Farmers' Union Elvtr. Ass'n, which recently bot the elvtr. of the Wright-Leet Grain Co. R. K. Hutchison is pres. of the ass'n and William Buehler is sec'y.—Fred Smidt.

Shestak sta. (Crete p. o.), Neb.—The Big Blue Farmers Union Co-operative Ass'n has been incorporated; capital stock, \$50,000. F. G. Pomajzl is pres. of the company, George Znamenacek is sec'y, and I am mgr. We contemplate installing belting, buckets and spouting in our elvtr.—E. M. Kubicek.

Alvo, Neb.—Farmers here have incorporated and have bot the elvtr. and coal yard of A. A. Tanner & Co., which was operated as the Alvo Grain Co. The company will operate under the name of the Farmers' Union Co-operative Elvtr. Co., and for the present I will be retained as mgr.—R. E. Nertz.

Lorenzo, Neb.—The Farmers Union Co-operative Co. will receive bids for the construction of a grain elvtr. according to plans and specifications on file at the Sidney State Bank, Sidney. Bids will be received at the bank up to noon, Apr. 15. W. E. Chambers is pres. and Guy Shaw sec'y of the company.

Scribner, Neb.—The Crowell Lbr. & Grain Co. has torn down its old elvtr. and the construction of an up-to-date house of 60,000-bus. capacity, is already under way. This new plant will be equipped to unload or transfer cars of grain getting out of condition in transit, also as a country terminal for the elvtrs. of the Crowell Lbr. & Grain Co. on C. & N. W. branch.—F. W. Greene, Omaha.

OMAHA LETTER.

Omaha, Neb.—John Albers, of the Albers Commission Co., died at his home Apr. 7, of pneumonia.

The Grain Exchange recently subscribed \$1,000 to the Chamber of Commerce publicity bureau \$50,000 fund to advertise the city.

The Com'te on Terminal Facilities of the Missouri River Navigation League, which has held several meetings to consider improvement of freight handling facilities in this city, is contemplating the establishment of a grain elvtr. which will enable the boats to be unloaded within a short time after their arrival.

NEW ENGLAND

Salem, Mass.—Freeman H. Duren, formerly in the grain business in Boston, died in this city April 1.—S.

Worcester, Mass.—The Genery Stevens Co. incorporated to deal in grain and food-stuffs; capital stock, \$200,000; incorporators, William A. Stevens, Frank W. Love and G. A. Mirick.—S.

Montpelier, Vt.—With reference to the recent report that we are adding a flour mill to our grain business, will say that we are only putting in a bolter to take out most of the bran. We do not make flour, and do not intend to do so.—E. W. Bailey & Co.

NEW YORK

A bill has been introduced in the state senate providing for an increase in the maximum charge for elevating, receiving, weighing and discharging grain by floating and stationary elvtrs. and warehouses in a city of 150,000 or more from $\frac{1}{2}$ ¢ to 1¢ per bu.

BUFFALO LETTER.

Altho 5 large malhousers in Buffalo will have their electric power shut off Apr. 13 by government orders, it is not thought that the Kam Malting Co. will come under the ban as it is drying corn for the government.

James W. Waters, who enlisted in the Engineers Corps, a short time ago, died of pneumonia in a Washington, D. C. hospital Mar. 25. He was the son of Henry D. Waters, mgr. of the Armour Grain Co. in this city.

NEW YORK LETTER.

O. J. De Vellier, who was associated with the Quaker Oats Co. for a number of years, is now identified with J. Blaustein & Co., Inc.

William M. Bedell, for many years mgr. of the local office of Broomhall's Corn Trade News, and a member of the Produce Exchange, died Mar. 28 of pneumonia.

NORTH DAKOTA

Elliott, N. D.—The Farmers Grain Co. recently installed 4 new grain cleaners in its elvtr.

Bisbee, N. D.—Our mgr., V. C. Gores, has been drafted and called for service.—Farmers Elvtr. Co.

Minto, N. D.—I have sold my elvtr. at this place to George M. Boswell.—A. J. Miller, Tower City.

McArthur, N. D.—O. H. Eddington is now in charge of the elvtr. of the Monarch Elvtr. Co. at this place.

Belfield, N. D.—The Belfield Farmers Union Grain Co. is planning to erect a feed and flour shed, 28x30 feet.

Wynndmere, N. D.—The Osborne-McMillan Elvtr. Co. has opened its elvtr. for business with John Largent as mgr.

Straubville, N. D.—George Battey has resigned as mgr. for the Farmers Elvtr. Co. John W. Royal, of Minneapolis, will succeed him.

Ellendale, N. D.—We are contemplating installing a wagon dump in our elvtr. here.—R. A. Dildine, mgr. Ellendale Equity Union.

Finley, N. D.—The Farmers Elvtr. Co. has let contract for the construction of a 50,000-bu. elvtr., work to be started May 1.—Nils K. Moe.

Manvel, N. D.—If it is possible to get the work done we shall build a small elvtr. and large feed mill here. We shall handle hay and straw on a large scale, baling and shipping all surplus receipts.—Levant Elvtr. Co.

Sanborn, N. D.—The Equity Co-operative Farmers Elvtr. Co. has been organized here, with David Flemming pres., and Albert Gulmon, sec'y-treas. The old farmers elvtr. has been taken over by the new organization.

Hamburg, N. D.—We are planning on making repairs on our elvtr., also on remodeling it by installing a double distributing spout, platform dump, and electric motors before another crop.—Hamburg Farmers Elvtr. Co., E. H. Ihlen, mgr.

Kulm, N. D.—Work has started on the 40,000-bu. capacity elvtr. being built by the Farmers Elvtr. Co. on the site of its old elvtr. The new elvtr. will have 28 bins and 5 cleaners will be installed. It is expected that the elvtr. will be completed in time to receive the 1918 crop.

Esmond, N. D.—The Equity Elvtr. & Trading Co. will build an elvtr. here, and it is planned to have it in readiness for the coming fall crop.

OHIO

Eldorado, O.—We are contemplating installing a grain cleaner.—W. S. Locke.

Haskins, O.—The Haskins Farmers Grain Co. incorporated; capital stock, from \$15,000 to \$30,000.

Brown sta. (Rex p. o.), O.—We will build an elvtr. at this station.—Morris & Studebaker, W. W. Morris.

West Manchester, O.—Our firm is to be known as the Powell Bros. Electric Elvtr. Co.—John Powell, of Powell Bros.

Circleville, O.—The Heffner Mfg. Co. has sold its corn meal mill to Shane Bros. & Wilson, of Philadelphia, Pa., and Minneapolis, Minn.

Lima, O.—Mr. Levy of the firm of Hyman & Levy has been called to the colors, and Mr. Ackerman, of Chicago, will take his place with the firm.

Canton, O.—Marshall C. Barber, at one time in the grain and milling business here, died at the age of 72 years recently, following a stroke of apoplexy.

Espyville sta. (Marion p. o.), O.—The Green Camp Elvtr. Co., of Green Camp, has purchased ground at this station upon which to build an elvtr.—C. O. Barnt-house, Agosta.

Swanton, O.—G. R. Forrester, sec'y and mgr. of the Pilliod Mfg. Co., has accepted the position of mgr. of the grain and feed dept of Chatterton & Son. His headquarters will be at Toledo.

Plymouth, O.—The Shiloh Equity Exchange has purchased the elvtr. and coal business of C. R. Einsel, and after June 7, will conduct the business under the firm name of the Shiloh Equity Exchange Co. of Plymouth.

Canal Winchester, O.—We have taken charge of the elvtr. of D. F. Taylor at this place. The business will be enlarged, and in addition to grain we will handle hay, coal, wool, salt, feed, etc. A. E. Huston will have charge of the elvtr.—Huston & Swope Co.

Deshler, O.—The Deshler Farmers Elvtr. Co. has made extensive improvements in its elvtrs., one of which is located on the C. H. & D. and the other on the B. & O. Both elvtrs. are operated electrically. New equipment has been added during the year, and quite recently a drier was installed in the B. & O. plant.

Rockford, O.—The Rockford Grain Co. was incorporated Mar. 10. W. T. Palmer is pres.; George Dustman, sec'y-treas. This firm succeeded Moser, Frisinger & Sons. Behymer Bros. have sold the elvtr. of the Willshire Grain Co. and the Schumm elvtr. to a company using the same incorporation as the Willshire Grain Co. L. S. Brandon is mgr.—A. D. Behymer.

Earl C. Bear, of Hicksville, pres. of the Ohio Grain Dealers Ass'n, writes from Mineral Wells, Tex., that, acting upon the advice of physicians to get away from business and to spend as much time as possible out of doors, he is sojourning at the southern health resort, drinking mineral water and living close to nature. He reports his condition not serious, but states that as yet it has not yielded to treatment, and says he plans to spend about 2 months at Mineral Wells. Grain dealers who know Mr. Bear will understand fully how he felt when he wrote the following: "Would rather be fighting the Huns, helping to take the germ out of Germany, than fighting for health, but it is not for me to choose." The grain trade as a whole will be pulling for Mr. Bear's early recovery, and he need not worry because of present inaction as we will need his labor when the war is over to help in the work of reconstruction. For that reason, he will be "taking the germ, etc.," by getting well and in good trim for the job that is ahead.

McClure, O.—Our company was originally a stock company, but we have changed to a co-operative basis. W. H. Armbruster is pres. of the company, and A. F. R. Garster is sec'y-treas.—McClure Elvtr. Co., John M. Miller, mgr.

New Carlisle, O.—Frank M. Krapp, referee in bankruptcy, has given notice that the Trustee in the matter of Charles Mercer, bankrupt, has filed a petition to sell the property, and a hearing on the petition was called for April 10, at Springfield.

Troy, O.—Clarence H. Roszell, elvtr. owner of this place, has been sued by the American Hay & Grain Co., of Marietta, for the sum of \$3,620.32. The petition gives 3 separate causes of action, each of which relates to a check given to plaintiff by defendant in payment of obligations. It is alleged that payment was refused on the checks when they were presented, there being no funds.

Latty, O.—An abandoned elvtr. along the Nickel Plate tracks, belonging to John Wickenhiser & Co., of Toledo, caught fire Mar. 27. Four freight cars on the Nickel Plate tracks caught fire from it and all but one were burned. The cars contained rice, lumber and oats. While the fire was burning a troop train pulled in from the west and several of the soldiers assisted in saving a car of rice.

CINCINNATI LETTER.

An elvtr. with storage capacity of 25,000 bus. is being built by Perin Bros.

Forest Hill is now associated with McGuire & Co. Mr. Hill is the son of Harry Hill, mgr. of the hay dept of the Cincinnati Grain & Hay Co.

George F. Munson, who has been chief inspector for the Chamber of Commerce, has resigned to become chief inspector for the Grain & Hay Exchange.

R. C. Archibale, formerly in charge of the weighing dept of the Chamber of Commerce, was appointed as chief of both the weighing and inspection dept's Apr. 2. He will have supervision over all shipments of grain and hay handled thru the Chamber of Commerce.

The com'te on weighing and inspection of the Grain & Hay Exchange has divided the Cincinnati territory into 5 switching districts, and 6 supervisors will be appointed to oversee the work of the deputies who will be appointed by D. J. Schuh, executive sec'y. The plan for handling the weighing has been approved by the railroads, and is similar to that used at Chicago.

The Cincinnati Grain & Hay Exchange is now occupying quarters in the Gwynne Building. Dedication exercises were held Mar. 30, and active operations started Apr. 1. On and after Apr. 10 it will cost applicants an initiation fee of \$2,500 to join the Exchange. George F. Munson, for many years chief grain inspector of the Chamber of Commerce, has been appointed chief grain and hay inspector. He will work under the direction of D. J. Schuh, chief of all dept's.

TOLEDO LETTER.

Leeds Mitchell has purchased the membership of J. G. Steuer in the Produce Exchange.

The annual outing of Toledo grain dealers and millers at French Lick Springs, Ind., will begin April 13.

Chatterton & Son, of Mt. Pleasant, Mich., have erected an 80,000-bu. elvtr. with a warehouse here. The plant is equipped with automatic machinery for handling beans. George Forester is in charge of the company's grain dept.—Southworth & Co.

OKLAHOMA

Bartlesville, Okla.—There is no elvtr. located at this place.—X.

Erick, Okla.—The elvtr. of the H. B. Hackett Grain Co. has been completed.

Weatherford, Okla.—The Farmers Union Exchange has completed its new elvtr.

Kaw, Okla.—The elvtr. of the Ponca City Mlg. Co. is being overhauled and repaired.

Muskogee, Okla.—The elvtr. of the Davidson Mill & Elvtr. Co. was burned Mar. 28.

Norman, Okla.—D. L. Larsh is pres., and Guy Spottswood, sec'y-treas.-gen'l mgr. of this company.—Norman Mlg. & Grain Co.

Bartlesville, Okla.—I am running a chop mill and will install a stone burr for grinding whole wheat and corn meal for the local trade.—J. Lotz.

Waukomis, Okla.—The elvtr. of the Goltry Grain Co. has been sold to John Shaw, and Victor Lukenbaugh will remain as agt. for the new owner.

Checotah, Okla.—We have bot the plant of the Davidson Mill & Elvtr. Co., and now are in the grain and feed business.—Monarch Mill & Elvtr. Co., A. D. Hughes.

Carmen, Okla.—I am now mgr. for the Carmen Supply & Grain Co. We will enlarge our elvtr. and install new scales and will build a new office.—Walter Hunsacker.

Dewey, Okla.—H. Stead, has leased the elvtr. at this place instead of at Bartlesville as previously reported, and is using it for storage purposes.—J. L. Lotz, Bartlesville.

Binger, Okla.—We are going to give our elvtr. a general overhauling, and will install a new 30-h.p. Fairbanks Morse Solar Oil Engine.—Binger Elvtr. Co., Chas. Wilson, mgr.

Guthrie, Okla.—The Guthrie Mill & Elvtr. Co. is adding a 350-bbl. mill to the 750-bbl. flour mill which it now operates. The company is also planning to erect a separate corn mill of 500-bbls. daily capacity.

Enid, Okla.—We have just completed a new \$2,000 warehouse, which is all the building we shall do for the present. We have also installed machinery in our mill which has increased the capacity to 275 bbls.—The Millers Mlg. Co.

Clinton, Okla.—The 100-bbl. flour mill at this place, together with the 7 elvtrs. located in the vicinity belonging to the estate of the late Wilbur Miltenberger, was purchased recently by Maney Bros., of Oklahoma City, who own a number of mills, the majority of which are located in Oklahoma. The mill is to be remodeled, and equipped with additional machinery to increase its capacity to 500 bbls. Power is to be furnished by the steam plant saved when the mill at Thomas, also owned by Maney Bros., burned in 1916. The mill which will be operated under the name of the Clinton Mlg. Co., has been incorporated for \$50,000, with J. W. Maney, C. W. Bleuler, of Oklahoma City, and Henry Schaffer as incorporators. C. W. Bleuler, who has charge of the Maney Export Co. at Oklahoma City, will manage the mill in connection with his present duties.

OREGON

Wilcox, Ore.—The local farmers organization will convert its warehouse into an elvtr.—J. A. Schassen, Kent.

Portland, Ore.—The Public Dock Com'n has let contract for the construction of a 1,200-foot pier at the site of the St. Johns Municipal Elvtr.

Freewater, Ore.—The Preston-Shaffer Mlg. Co., of Waitsburg, Wash., will enlarge its elvtr. at this place by an addition of 85,000-bus. capacity.

McMinnville, Ore.—Buchanan & Co., of this city, has purchased the elvtr. of the Houck Mlg. Co. here. The consideration is said to have been \$20,000.

Kent, Ore.—We have let contract for the construction of a 50,000-bu. elvtr. We contemplate installing a car puller, conveying machinery, distributor and spouting, and also contemplate purchasing car liners. C. P. Adams is sec'y of this company.—Kent Elvtr. Co., J. A. Schassen, pres.

Athena, Ore.—The Preston-Shaffer Mlg. Co., of Waitsburg, Wash., will construct an elvtr. of 130,000-bus. capacity in connection with its mill at this place.

Joseph, Ore.—An elvtr. for the handling of this year's grain crop is to be built here. The new structure will be built of reinforced concrete, will be of about 100,000-bus. capacity, and will cost approximately \$35,000. The Burrell Engineering & Construction Co. made the cost estimate.

North Powder, Ore.—A company has been organized here to engage in the grain business. C. A. Hutchinson is pres. of the company, and H. M. Carnes is sec'y-treas.

Shaniko, Ore.—The Shaniko Farmers Elvtr. Co. will build a 30,000-bu. concrete elvtr. here. X. Lemon is pres. of the company, and L. W. Alden is sec'y-treas.—N.

Portland, Ore.—Theodore B. Wilcox, pres. of the Portland Flouring Mills, and chairman of the North Pacific Coast Milling Division of the Food Administration, died at his home here Mar. 31 after an illness of 2 weeks. His death was due to intestinal trouble, which began to trouble him during a recent visit to New York, where he was called upon government business.

PENNSYLVANIA

Pittsburgh, Pa.—D. V. Heck, J. M. Dickson, Ren Martin, John Floyd and R. V. Harper, all members of the Grain & Hay Exchange, have been named by the Food Administrator of the district as a com'te to assist him in handling all problems relating to hay, grain and flour. C. G. Burson, traffic mgr. of the Exchange, will serve as the com'te's sec'y.

Chambersburg, Pa.—Having taken over the business of W. H. Fogelsonger at Shipensburg, we are now operating that 12,000-bu. elvtr. under the name of the Shipensburg Elvtr. Co., with Adolph Heckman as mgr. We also operate other plants as follows: at Chambersburg as Diehl, Omwake & Diehl, an 8,000-bu. elvtr. and our main office; at Greencastle, as the Greencastle Elvtr. Co., 20,000-bus. with C. P. Omwake in charge; at Lehmaster, as the Lehmaster Feed & Grain Co., a 16,000-bu. house with Aaron Myers as mgr.; at East Fayetteville, as the Fayetteville Elvtr. Co., a 12,000-bu. house with J. Frank Hoover as mgr.; at Marion, as the Marion Warehouse Co., an 8,000-bu. house with John S. Zarger as mgr.; at Richmond Furnace, as John A. Diehl & Co., a 7,000-bu. house with Bruce Small as mgr.; and at Culbertson, as the Culbertson Feed & Grain Co., with 8,000 bus. capacity and under the management of Walter Shatzer.—Diehl, Omwake & Diehl.

PHILADELPHIA LETTER.

Thomas Clevenger, formerly a grain dealer here, died Mar. 25, aged 74 years.

The American Stores Co. and E. R. Rockafellow have applied for membership in the Commercial Exchange.

The Commercial Exchange has appointed a com'te, consisting of P. R. Markley, Thomas K. Sharpless, Monroe Smith, A. J. Stites and Louis G. Graff, to act in an advisory capacity with the Food Administration in handling the issuing of permits for shipments of grain and feed in embargoed territories in this district. The com'te will report to H. DeWitt Irwin, local agt. of the Food Administration Grain Corporation.

SOUTH DAKOTA

Baltic, S. D.—The Farmers' Elvtr. Co. has installed a moisture tester.

Bemis, S. D.—A. J. Lockhart has purchased the elvtr. and coal business of C. W. Bremer, who has removed to Troy.

Sioux Falls, S. D.—The Hallet & Carey Co. has opened offices in the Security Bank Building with Robert A. Fruen in charge.

Hitchcock, S. D.—E. E. Monroe, who was formerly agt. for the Atlas Elvtr. Co., has severed his connections with the company.

Vermillion, S. D.—The Farmers Elvtr. Co. held a meeting recently to discuss the question of increasing its capital stock to \$60,000.

White Lake, S. D.—The Farmers' Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, G. A. Dodds, Joseph Cole and H. W. De Jong.

Dallas, S. D.—The Dallas Farmers' Union Co-operative Merc. Co. incorporated; capital stock, \$25,000; incorporators, J. F. Joliff, William Sinkular, and Martin Christiansen.

Willow Lake, S. D.—We have let contract to the Hickok Construction Co. for a general overhauling of our elvtr. No new machinery is being installed or additions built.—Farmers' Elvtr. Co.

Harrisburg, S. D.—We are either going to build an elvtr. or buy one of the 3 at this place. If we decide to build it will be a 40,000 or 50,000-bu. capacity house.—Farmers' Elvtr. & Supply Co., W. W. Thorpe.

Rauville sta. (Watertown p. o.), S. D.—B. J. Jacobs, formerly mgr. for the Farmers' Elvtr. Co. at Watertown, and F. B. Creaser have purchased the elvtr. of the Rauville Grain Co. at this place, of which J. J. Peters was proprietor. Mr. Jacobs will manage the elvtr.

Winner, S. D.—I have been granted a site upon which to build an elvtr., and I will build a 30,000-bu. house as soon as I can make arrangements to do so. It will be completely equipped, and will be operated by electric power.—R. H. Kositzky, mgr. Rosebud Lbr. Co.

Clear Lake, S. D.—Farmers in this community have organized the Farmers' Supply Co. of Clear Lake to engage in the grain business. The company is capitalized at \$50,000 and H. A. Krause is pres., and Mike Brandt, sec'y-treas. The company will buy the old Farmers' Elvtr. if satisfactory terms can be arranged, and if this cannot be done it will build a house.

Watertown, S. D.—B. J. Jacobs has resigned as mgr. for the Farmers' Elvtr. Co. at this place to become mgr. of the elvtr. at Rauville (Watertown p. o.), which he recently purchased, in conjunction with F. B. Creaser, from the Rauville Grain Co., and of which J. J. Peters was proprietor. He will be succeeded at the Farmers' Elvtr. Co. by J. F. Stankey, formerly of Hecla.

Britton, S. D.—Several years ago I purchased the elvtr. owned and operated by the late C. M. Furber. I have never been in the grain business in any way, and have never shipped or bot any grain. The elvtr. was moved off of the railroad right of way to a farm and has been used as a farm granary. It has not been equipped to handle grain as an elvtr. It is simply a building to house grain temporarily on the farm where it stands.—F. M. Lee.

Huffton, S. D.—Since taking possession of our elvtr., purchased from the Brown County Elvtr. Co. we have made quite a few needed improvements, including a new concrete driveway, direct spout, boot pan, leg, belt and cups, automatic scales, dump scale, manlift, cleaner, etc. We also intend to install a new 15-h.p. oil engine. We are contemplating building a large coal shed and perhaps other needed buildings in the near future in order to take care of side lines we expect to handle.—Huffton Equity Exchange, Elmer Heitman, mgr.

SOUTHEAST

Meridian, Miss.—The Sturges Co. incorporated to engage in the grain business; capital stock, \$25,000; incorporators, Wilton and R. W. Sturges and L. Goldin.

Beaufort, N. C.—The Thomas Grain & Provision Co., of which Samuel A. Thomas is pres. and gen'l mgr., contemplates installing new power in its elvtr., altho a decision has not been made as between gas, kerosene and electric power. The company also contemplates the installation of scales and the application of asbestos or iron siding and roofing, and the purchase of field seeds.

TEXAS

Sherman, Tex.—J. R. McElroy, a retired grain dealer, 60 years of age, died Mar. 26, after an illness of several months.

Hearne, Tex.—The Central Texas Grain Co. has discontinued business at this place, and has no successor.—Texas Grain & Hay Co., Waco.

Amarillo, Tex.—We contemplate no improvements at present. W. E. Sloan is sec'y-treas. of the company.—J. D. Hunter, pres. Panhandle Grain Elevtr. Co.

Dalhart, Tex.—The Dalhart Grain Co. has recently been organized with D. C. Atkinson as mgr., and it is now operating the Thomas Elevtr., which has been remodeled.

Waco, Tex.—Fire in the elevtr. of the Clement Grain Co. recently did damage of about \$15,000 to grain and \$25,000 to the building. A large quantity of grain in the warehouses next to the elevtr. was not touched by the flames. Several cars that were on the siding were removed before the fire reached them.

Graham, Tex.—We are contemplating making alterations in our elevtr., and expending about \$10,000 in doubling the capacity of our flour mill.—Graham Mill & Elevtr. Co.

Hearne, Tex.—Fire of unknown origin destroyed the warehouse of the Haigler Grain Co. at this place Mar. 27. Considerable feedstuff was stored in the house and the loss was about \$2,000.

Waco, Tex.—The Waco Mill & Elevtr. Co. will soon start work on the concrete office building planned to take the place of the frame buildings now being used. The old buildings, which are located north of the mill, will be removed.

Sherman, Tex.—The concrete foundation for the elevtr. under construction by the G. B. R. Smith Mlg. Co. has been completed and work on the building will be rushed as rapidly as possible. Much of the material is already on the ground.

Waco, Tex.—This is a new concern entering the field here. T. P. Duncan, vice-pres. and gen'l mgr. of the Waco Mill & Elevtr. Co., is the owner, and J. M. Haigler, formerly with the Central Texas Grain Co., at Hearne, is the gen'l mgr.—Texas Grain & Hay Co.

Howe, Tex.—It is reported that Charles A. Schneider, who worked here for several days some time ago, has been arrested at Durant, Okla., charged with starting the fire which burned the hay warehouse of the J. A. Hughes Grain Co. and buildings owned by the G. B. R. Smith Mlg. Co. He is being held under \$5,000 bonds.

Howe, Tex.—Fire that started in the hay warehouse of the J. A. Hughes Grain Co., recently burned 14 buildings and 30,000 bus. of grain, mostly wheat. The loss is estimated at \$90,000. From the warehouse the fire spread to the elevtr. plant of the G. B. R. Smith Mlg. Co., where 11 buildings, including the warehouses, offices, grain elevtr., and a large engine room of the plant were burned.

FORT WORTH LETTER.

The Hayes Grain & Com'n Co.; R. G. Hallam, Graham; Well Bros., Corpus Christi; Pat Warner, Roxton; Alliance Mlg. Co., Denton; Nelson-Russell Co., Mount Pleasant; E. L. Martin, Corsicana; Gatesville Roller Mill, Gatesville; Collins Grain Co., Fort Worth; and C. R. Morgan, of Bowie, have been admitted to membership in the Texas Grain Dealers' Ass'n.—H. B. Dorsey, sec'y.

The Grain and Cotton Exchange is considering changes in its constitution and rules, and a com'te composed of R. I. Merrill, Douglass W. King and Carl Ferguson has been appointed to have charge of the matter. It is proposed that an inspection com'te be created; that the present com'te on grain appeals be abolished and a new com'te be appointed; that a transportation com'te and an advertising com'te be appointed; and that election of the principal officers be by direct vote of the members.

The judgment in favor of G. C. Mountcastle against the Fidelity & Casualty Ins. Co. has recently been affirmed by the Court of Civil Appeals of Texas, awarding him \$15,400 with interest, on account of injuries received on a train at Mercedes, Tex. He was local manager of the J. Rosenbaum Grain Co. at a salary of \$5,000. Altho totally disabled the J. Rosenbaum Grain Co. continued to pay him his salary for 15 months, after which he organized the Mountcastle-Merrill Grain Co., but was unable to do any work. The defense of the insurance company was that written notice of the accident was not given within 91 days. A few days after the accident Mr. Mountcastle met J. S. Coe, agent of the insurance company and gave him a complete verbal report.

UTAH

Ogden, Utah.—A new site has been selected by the Globe Grain & Mlg. Co. to take the place of the one abandoned by the company at West Ogden, where the construction work had already been started for a large elevtr.

WASHINGTON

Prescott, Wash.—W. H. Younger is agt. for the Portland Flouring Mills Co. at this place.

Spokane, Wash.—We are building a new flour mill in this city.—Sperry Flour Co., San Francisco, Cal.

Tacoma, Wash.—We are building storage bins and an elevtr. in this city.—Sperry Flour Co., San Francisco, Cal.

Walla Walla, Wash.—The Walla Walla Warehouse & Elevtr. Co. will erect a \$32,000 concrete elevtr. on its property in this city.

Lamont, Wash.—Contract has been let by the Lamont Farmers Union Elevtr. & Warehouse Co. for the construction of an elevtr.

Diamond, Wash.—The Diamond Elevtr. Co. incorporated; capital stock, \$20,000; incorporators, F. P. Feenan, C. W. Hamilton, L. P. Huntley and others.

Sundale, Wash.—The Burn Stock & Grain Co. incorporated; capital stock, \$30,000; incorporators, W. Orchard Hays, J. C. Ashunth, and W. C. Godfrey.

Hartline, Wash.—J. J. Montgomery, mgr. for the Hartline Mill & Elevtr. Co., recently suffered a bruised and sprained leg while trying to stop a runaway team at the mill.

Thera sta. (Diamond p. o.), Wash.—Work has commenced on the new elevtr. of 35,000-bu. capacity which is being built at this station for Forest Garrett and Ben Huntley.

Seattle, Wash.—The Centennial Flour Mill Co. has secured a site upon which it will erect a 700-bbl. capacity mill, a warehouse, and a storage plant with 250,000 bus. capacity.

Waterville, Wash.—We have let contract for the construction of an 80,000-bu. concrete elevtr. along the tracks of the Waterville Ry. here.—Waterville Union Grain Co., J. M. Friel, mgr.

Cheney, Wash.—The F. M. Martin Grain & Mlg. Co. will shortly begin construction of an 800-bbl. flour mill to replace the present 260-bbl. mill. A 5-story concrete mill building with a 15,000-bu. capacity elevtr. to cost \$150,000 will be built.

Ritzville, Wash.—I have no information to indicate that an elevtr. is to be constructed here by Otis Leonard. The O'Neil Grain Co. has its plan under consideration, but has not fully decided as to whether or not the company will build.—X.

Oakesdale, Wash.—The elevtr. of the Pacific Coast Elevtr. Co. has been bot by Dan Robinson and W. C. Crowe. The plant is of 40,000 bus. capacity, and has been idle for a number of years. It will be overhauled by the new owners.

Chard sta. (Starbuck p. o.), Wash.—Frank Thompson and Sam McGee will build a 40,000-bu. elevtr. here this spring for the handling of their grain in bulk. The basement of the elevtr. will be of concrete, and will be equipped with scales and other up-to-date conveniences.

Tacoma, Wash.—The Sperry Flour Co. will build concrete and steel storage bins, to cost \$156,100. There will be 24 circular bins and 48 square bins for wheat storage.

Deer Park, Wash.—The Deer Park Grain Co. has let contract for an addition to its elevtr. here. When completed the capacity of the elevtr. will be increased to 35,000 bus.

Valleyford, Wash.—The Farmers Elevtr. & Produce Co. has been organized at this place with a capital stock of \$15,000 to erect a grain elevtr. The Inland Empire system has offered the company a site, and if accepted will make improvements, including the building of a road to the site. A. C. Chapman is pres. of the new company, and A. B. Crisler is sec'y.

The assessor of Lincoln County has started a campaign to compel payment of taxes on grain in warehouses by legal attachment of the grain. Grain in warehouses at Mohler, Irby, Sprague and Waukon were attached. The trouble seems to have arisen from a misunderstanding of reports sent out to the effect that grain held for the Food Administration Grain Corporation need not be reported to the assessor.

Mount Vernon, Wash.—The Mount Vernon Mlg. Co., which with the Mount Vernon Grain Co., was placed in the hands of a receiver the first part of February by the Superior Court, has been declared solvent by the court. W. D. Knipe, of Burlington, who was appointed receiver for the Mount Vernon Mlg. Co., has rendered a report and the receivership has been discontinued so far as that company is concerned, while A. R. Hilen has been appointed receiver of the Mount Vernon Grain Co., succeeding Mr. Knipe, who reported that the Mount Vernon Grain Co.'s assets amount to about \$40,000 and the liabilities about \$60,000.

WISCONSIN

Appleton, Wis.—The report that we have discontinued malting is incorrect.—Wisconsin Malt & Grain Co.

River Falls, Wis.—The Fortune Mill has been bot by H. O. Junkman, who operates elevtrs. at Beldenville and Ellsworth.

Haven, Wis.—Our grain and seed business will be carried on under the name of A. L. Wagner. The feed, coal and lbr. business will be carried on by the Ebenreiter Lbr. Co. here.—A. L. Wagner.

Mellen, Wis.—Business men and farmers of this place are organizing a co-operative grain handling company. At present there is no elevtr. in Mellen, but the new organization intends to erect one, and also a warehouse in a short time.

Grand Marsh, Wis.—We are contemplating overhauling the elevtr. which we recently purchased from H. H. Peters & Son. C. E. Babcock, of Necedah, is pres. of the company, and E. L. Gillespie is sec'y-treas.-mgr.—Grand Marsh Lbr. Co.

MILWAUKEE LETTER.

The grain sampling force of the Chamber of Commerce was somewhat depleted recently when a number of the employees were sent to Camp Custer at Battle Creek, Mich., by the draft.

The E. B. Marshall Co. incorporated; capital stock, \$50,000; incorporators, E. B. Marshall, Donald Marshall, and Maxwell G. Marshall. E. B. Marshall is the owner of the Wilbur Stock Food Co.

H. W. Ladish was re-elected pres. of the Chamber of Commerce Apr. 1st; H. H. Peterson was elected first vice-pres.; H. M. Stratton, second vice-pres.; H. A. Plumb, sec'y-treas.; J. T. Mallon, L. L. Runkel, and William E. Schroeder, directors; Board of Arbitration, Charles F. Coughlin, A. L. Johnstone, W. G. Kellogg; Board of Appeals, W. M. Bell and S. G. Courteen.

WYOMING

Burns, Wyo.—I have moved from Lawrence, Neb., to this place, where I have bot the elevtr. formerly owned by a Denver firm, and which has been closed for some time. The elevtr. of the Farmers Elevtr. Co., which burned in February, will be rebuilt at once.—G. A. Hurley.

Supply Trade

SPOKANE, WASH.—C. M. Glasser has recently incorporated a company under the name of Glasser Construction Co., to design and build mills and elevators.

EXPORTS thru the mails of repair parts for agricultural implements until Apr. 15 has been authorized without special license by regulation No. 87 of the War Trade Board.

ST. LOUIS, Mo.—Readers of the Journal will find it to their advantage to send for the Walter A. Zelnicker Supply Co. bulletin No. 236, which lists many articles of use to the grain elevator man.

WATERLOO, Ia.—To the already extensive line of machinery manufactured by Deere & Co. has been added gas engines and tractors. This was brought about by the recent purchase of the Waterloo Gas Engine Works.

DON'T scatter and waste your advertising shots without aim, by careless and wasteful methods—concentrate, aim and fire at the buyers who are vitally interested in your proposition—the readers of the Grain Dealers Journal.

THE developments in the clothing industry in the past generation have been little short of marvelous. It is not so very long ago that entire garments were completely made at home, from the shearing of the sheep to the sewing of the garment. An insight into the modern clothing factory will be found in General Electric Bulletin 43410, which will be sent to Journal readers who request it.

SPRINGFIELD, O.—In each letter leaving the office of the Bauer Bros. Co. is enclosed a card which bears a warning to all buyers of machinery to get their orders in early. It calls attention to the delay in shipping caused by war conditions, and urges the immediate purchase of machinery even tho that machinery will not be needed for several months. It would be well for all readers of the Journal to bear this in mind and act accordingly.

CHICAGO, ILL.—Operators of grain elevators, at almost every moment of the day, need some piece of machinery for their elevator. It may be but a small set screw and it may be some of the larger transmission machinery. With a condition of this kind always existing it is well to have on hand a catalog issued by a house that can furnish promptly practically everything that is needed. The Geo. B. Carpenter Co. is such a house and its catalog No. 110 covers thoroly its very extensive line. This catalog will be sent to Journal readers who write requesting it.

CORROSION.—The Cause—The Effect—The Remedy, is the title of a 98 page book recently issued by the Stark Rolling Mill Co., and in it is given a treatise under the sub-title "The Civilization of Ferric Sheet Metal" which treats this important subject in a manner readily understandable to the layman. A study of the book will enable the user of sheet iron to know some of the things that must be taken into consideration if he is to receive the greatest amount of satisfaction from the metal he uses, and readers of the Journal may obtain a copy of the book by addressing the company.

A Fireproof Elevator for Buenos Aires.

The Buenos Aires Elevator Co. has recently awarded John S. Metcalf Co. contract for a port elevator at Buenos Aires, Argentina, and plans are now being prepared. The elevator will be the most modern and rapid handling plant in South America with an ultimate capacity of 50,000 tons, in addition to cleaning and drying facilities of considerable magnitude. The plant is designed to receive sacked grain from cars and to ship both in bulk and sacks to ocean vessels. In construction it will be of reinforced concrete on concrete piles. It is at present planned to purchase the greater part of the material and equipment necessary in this country. Mr. Charles F. Glavin, Managing Director of The Elevator Co., is well known to grain interests in Milwaukee and Chicago.

Expense of Food Administration.

When the matter of appropriating \$1,750,000 to extend the activities of the Food Administration came before the Senate Mar. 13 Senator Reed moved an amendment striking out the appropriation, but his amendment was rejected; not, however, until after he had put in the record an arraignment of the Food Administration for waste of public funds and usurpation of price fixing not authorized by Congress.

Mr. Reed: The Food Administration had appropriated for its benefit \$5,515,000. Its primary legal existence began Aug. 10, 1917. In addition to that it has received from the President out of his emergency fund \$340,000.

Jan. 31 it was stated by the Food Administrator that of the \$5,515,000 there had been disbursed \$1,985,429.08, but that there were incumbrances of \$2,272,383.22. I am curious to know why these bills have not been paid.

I affirm that in the whole history of the government there has never been such a saturnalia of wastefulness and extravagance as I shall show you to have gone on and is going on in the Food Administration.

Every bushel of wheat must pay a toll of 1 per cent to the Food Administration Grain Corporation, which brings the stupendous sum of \$12,040,318. I want to know what is becoming of that \$12,000,000. As nearly as I can decipher Mr. Hoover's accounts he has cost the country in expense alone:

Paid out	\$1,985,429.08
Obligations	2,272,383.22
Received from President.....	340,000.00
Grain Corp. Office and Agency....	305,184.00
Grain Corp. Office Fixtures.....	70,376.76
Grain Corp. Accounts.....	1,121,141.97

Total	\$6,094,331.03
He has cash on hand.....	1,257,950.23
He demands	1,750,000.00

This he says will run him to June 1. In other words he will cost for expense alone for 10 months \$9,102,281.26. Add the interest at 4% on the \$50,000,000 he has had use of for 6 months, and we have \$10,102,281.26. I would like to have further light on the Grain Corporation.

On reading page 146 of his report you will find he had a payroll before he was appointed to any office by authority of law, of \$32,692.23. That would hire a large number of \$1 a year men, and the public has been pretty generally given to understand that Mr. Hoover's force is largely composed of patriots.

Mr. Hoover solemnly assured the Agricultural Com'te and thru it the Congress and repeatedly said "There is no price fixing in the bill." "There is no provision for price fixing and no such thing can be carried out under the bill."

These usurpers concluded they could employ the privilege of making voluntary agreements so as to establish monopoly prices. Mr. Hoover had conceived a plan by which they could corner the grain and fix prices to suit themselves.

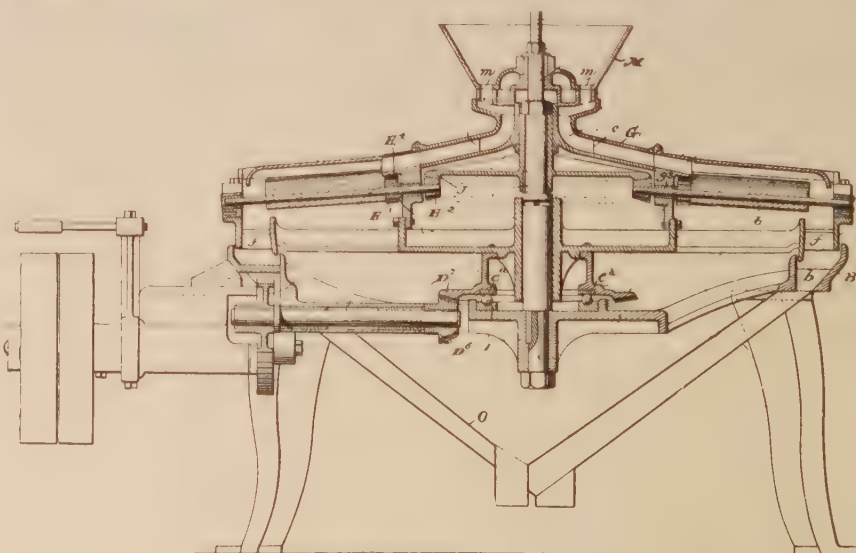
The Centrifugal Bean Picker.

To obtain greatly increased capacity by combining a large number of separating rolls in a single machine, Geo. F. Crippen has invented the machine shown in the engraving, for which he has been granted letters patent, No. 1,257,320.

The beans are fed into the central hopper, M, and drop down thru the openings, m, into the feeding head, G, having a multiplicity of feeder throats each aligning with the space between two picker rolls extending radially from the center of the machine. Imperfect beans and trash are grasped by the soft rubber surface of the rolls and discharged into the trash collecting hopper, O. The good beans are carried to the ends of the rolls and discharged thru the moving channel, f, into the stationary channel, b. The downward inclination of the picker rolls blends the centrifugal force and gravity, so that the beans tend to ride less heavily in the picking throats of the rolls.

The power driven bevel gear, D6, meshes with teeth, D7, to rotate the entire picking deck on the ball bearings, ea, and as the teeth, J, are stationary, their meshing with the bevel gear, H2, on the picker roll shafts compels the rotation of the rolls. Two additional gears, H3 and H4, keep the pair of rolls rotating together.

EXPORTS to Sweden must be made under Regulation 83, recently issued by the War Trade Board, providing for license and identification numbers. Exports should be made on vessels flying the Swedish flag.



Cross Section of Centrifugal Bean Picker.

Illinois Seed Corn Administration Active.

The work now being conducted by the Seed Corn Administration of the Illinois State Council of Defense to assure a sufficient supply of tested seed corn for every community in the state was given added impetus recently when a number of Chicago banks organized a syndicate to furnish \$1,250,000 for use in locating and purchasing seed to be sold to farmers who need it. According to Wm. G. Eckhardt, state seed corn administrator, this action became possible when the federal government announced its desire to have a reserve supply of 50,000 bus. of seed corn created in Illinois against possible needs late in the planting season.

The seed is purchased by the Administration thru the county chairman in the county in which it is located, the price being determined by the percentage of germination as shown by a test made at the State University, and it is sold at an advance of \$1.50 per bu. in price, this margin being thought sufficient to cover the cost of the work and to pay interest at the rate of 6% on the money advanced by the banks. It is the intention of the Administrator to assure the reserve supply of 50,000 bus. desired by the federal government by keeping the quantity contracted for at about 50,000 bus. above the amount for which he has orders, and on Apr. 5 the purchases were 63,680 bus. above sales, while 19,355 bus. in excess of the amount sold had been delivered to the Administration at the various places it had designated.

Corn testing less than 80% is not being contracted for at the present time, and corn showing lower germinating qualities will not be taken except as a last resort,

while it is not planned to accept at all any testing below 70%.

It is the desire of the Administration to have orders for seed placed in its hands as early as possible, and grain dealers can help in this work by pointing out to their patrons the need for prompt action in order that those who do not have seed, and cannot obtain it locally, may make their needs known before it is too late.

Seed Movement for March.

Receipts and shipments of flaxseed, timothy, clover and other grasses to and from the principal markets during March, with comparative figures for March, 1917, were as follows:

	FLAXSEED.			
	Receipts.	1917.	Shipments.	1917.
Chicago, bus.	79,000	26,000	3,000	4,000
Duluth, bus.	58,888	222,549	47,657	13,441
Minneapolis, bus.				
Kansas City, bus.	527,040	441,220	68,250	103,110
Winnipeg, bus.	2,000	2,000	4,000	.....
Winnipeg, bus.	387,200	335,000	.....	.....

	TIMOTHY.			
	Receipts.	1917.	Shipments.	1917.
Chicago, lbs.	2,554,000	6,279,000	5,160,000	7,775,000
Toledo, bags	16,199	10,589	5,817	6,140
*Cincinnati, bags	2,394	1,304	2,399	3,987

	CLOVER.			
	Receipts.	1917.	Shipments.	1917.
Chicago, lbs.	797,000	833,000	1,116,000	2,086,000
Toledo, bags	5,676	6,017	11,234	12,470
*Cincinnati, bags	5,843	4,404	5,048	7,314

	OTHER GRASS SEED.			
	Receipts.	1917.	Shipments.	1917.
Chicago, lbs.	3,567,000	2,965,000	1,817,000	1,759,000
Cincinnati, bags	13,631	13,567	13,833	15,674
Toledo, bags	1,911	715	1,258	2,164
†New York, bags 720	.....	.....	3,177	.....
*Bags, 100 lbs. each.				
†Includes clover, timothy and alfalfa.				

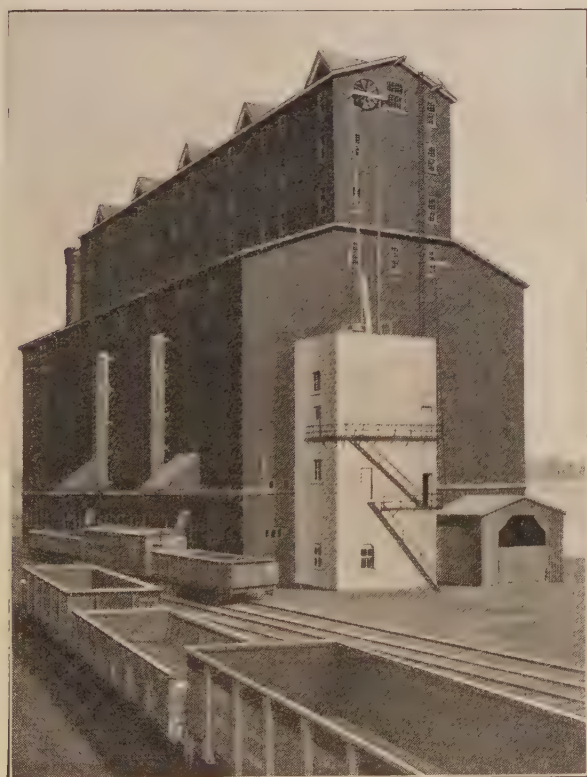
Imports and Exports of Seeds.

Imports and exports of seeds for January, 1918, compared with January, 1917, and for seven months of the fiscal year, as reported by the Bureau of Domestic and Foreign Commerce, are here given:

	IMPORTS.			
	January 1918.	1917.	7 mos. ended January 1917-18.	1916-17.
Flaxseed, bus.	908,726	952,678	5,281,187	8,324,840
Red clover, lbs.	1,730	593,080	95,232	2,691,164
Other clover, lbs.	604,989	1,096,505	3,397,115	8,175,197
Other grass seed, lbs.	423,744	602,442	2,407,549	5,586,350
Sugar beet, lbs.	270,889	23,476	12,212	325 11,012,610
	EXPORTS.			
	January 1918.	1917.	7 mos. ended January 1917-18.	1916-17.
Flaxseed, bus.	2,182	123	6,670	432
Clover, lbs.	1,722,282	1,072,343	7,269,640	3,771,296
Timothy, lbs.	575,461	3,044,622	5,398,645	9,126,794
Other grass seed, lbs.	276,159	691,031	2,256,358	2,910,187

WHEN Thompson & Mould, grain dealers, of Goshen, N. Y., agreed to cease certain practices they had been following in making sales the Food Administration suspended action under charges that had been brought for alleged attempts to evade the rules and regulations governing the manufacture and sale of millfeeds.

THE BILL by Representative Baer to appropriate \$7,500,000 which the Sec'y of Agriculture is authorized to loan to farmers for use in purchasing seed wheat and other seed for 1918 crops has been reported favorably by the House Committee on Agriculture, and it is said that the prospect for its passage is fair. The bill also would provide \$2,500,000 for securing and distributing farm laborers for handling the crops of this year.



EQUIPPED WITH

1 Large Hess Drier and Cooler

2 Large Hess Out-Door Conditioners

This elevator (Trans-Mississippi Grain Co., Burlington, Iowa) is insured against loss from deterioration of grain by the complete protection the Hess apparatus provides.

We make various sizes suited to all requirements, for all kinds of grain and seed, for all sizes of elevators and mills.

We ship and install promptly. Ask us.

HESS WARMING & VENTILATING CO.
907 Tacoma Building, CHICAGO

We have just issued a booklet in which **ninety-two customers**, some using as many as six Hess Driers, tell of their **satisfactory experience** with the machines and with the "Hess Service." Shall we send you one?

Seeds

KULM, N. D.—Farmers are well supplied with seed.—Gackle Bros.

BAKER, N. D., Mar. 25.—We need 2,000 bus. of seed oats.—John S. Aker.

BRADLEY, S. D.—Have plenty of seed grain here.—Scanlan & McKenney.

EGAN, ILL., Mar. 28.—Clover in this locality mostly killed out.—M. C. Simpson, agt. The H. A. Hillmer Co.

DES MOINES, IA.—Frank N. Page, vice pres. of the Iowa Seed Co., has joined the U. S. Army aviation corps.

CLEAR LAKE, MINN., Mar. 26.—Seed grain is sufficient for local needs, but none for shipment.—Henry Goenner.

BOWMAN, N. D.—Plenty of seed wheat in the country but seed and feed oats are being shipped in.—W. L. & G. Co.

FREEMAN, N. D.—Will have enuf of all kinds of seed except corn, which is short.—Bailey & Sether Elvtr. Co., E. E. Bailey.

HOUSTON, TEX.—R. Gerard, formerly with the O. P. Jackson Seed Co., will engage in the seed business on his own account.

BISMARCK, N. D., Mar. 22.—There is enuf seed and feed in this community to take care of local requirements.—Slope Grain Co.

WINCHESTER, VA. — The Winchester Seed Co. has been incorporated with \$10,000 capital stock by H. H. Baker and F. H. Bowly.

CALDWELL, IDA.—The B. M. Holt Seed & Feed Co. has been incorporated with \$250,000 capital stock by B. M. Holt, Ella S. Holt, P. N. Bryant, J. P. McClure and R. B. Scatterday.

FLANDREAU, S. D., Mar. 25.—Seed grain, except corn, plentiful. Wheat seed shortage due to farmers changing their mind too late to procure enuf seed wheat.—Bennett Grain Co.

RECEIPTS of kafir at Kansas City during March were 560,000 bus., compared with 71,500 bus. in March, 1917, and shipments during the month were 198,000 bus., compared with 80,000 bus. in March, 1917.

DATUS C. SMITH, Blanchard, N. D., has entered as a trade mark the inscription "Good Luck to You," enclosed in a circle, as a particular description of clover, grass and similar seeds. Use is claimed since Nov. 1, 1915.

FIELD and garden seeds will be unconditionally exempted from all embargoes, it was announced recently by the U. S. Dep't of Agriculture, and instructions have been issued to railroads by the Director of Traffic to do everything possible to expedite the movement of seeds.

THE HOUSE took final action March 30 on the bill appropriating \$7,500,000 to be loaned to farmers to purchase seed grain, and \$2,500,000 for the mobilization of labor. During consideration the measure was made to apply to the entire country instead of only to farmers in the spring wheat belt.

KAFIR receipts at Wichita during March were 46,800 bus., and shipments 6,000 bus., compared with 40,000 bus. received and 6,000 bus. shipped in March, 1917. During March the same market received 8,000 bus. of cane seed and shipped 1,000 bus.; these quantities being the same as in March, 1917.

HOBOKEN, N. J.—The plant of the Nun-gesser-Dickinson Co. has been taken over by the United States government at a price reported to have been in the neighborhood of \$3,000,000. This is one of the largest grass seed handling establishments on the Atlantic coast and includes valuable dock property.

MUSSELSHELL COUNTY, MONTANA, unanimously voted a bond issue of \$100,000 to provide farmers with seed for this year's planting on the crop lien basis. About 15,000 bus. of wheat have been optioned and two carloads of oats have been bought, which will be sold to farmers at \$4.15 per hundred lbs.

LANSING, MICH., April 5.—Seeds threshed up to and including Mar. 23 was as follows: peas, 154,987 bus.; timothy seed, 9,828 bus.; June clover seed, 6,792 bus.; mammoth clover seed, 10,865 bus.; alsike clover seed, 16,291 bus.; beans, all kinds, 2,924,600 bus.—Coleman C. Vaughan, sec'y of state.

THE FOOD ADMINISTRATION has had to exercise discrimination in granting permits to move shipments alleged to be seed oats; as some persons have tried to impose on the Administration by claiming their oats to be seed oats. A careful checking up at Washington enabled the government to confine priority to actual seed.

THE BILL to appropriate \$10,000,000 to aid farmers in preparing for the next crop by lending them money with which to buy seed and providing for the mobilization of labor for the harvest again has failed to reach a vote in the House. An amendment was adopted adding corn, rye, oats and barley, the bill originally relating only to wheat. Another amendment requires the government to take a first lien on the crop as security for the money loaned.

SEED MONEY LOANS to farmers are to be advanced by members of the Canadian Bankers' Ass'n, the limit on the amount to be loaned to any one applicant being \$200. An agreement has been made between the provincial government and the bankers organization for this purpose which also provides that repayment shall be by Nov. 1, 1918. Those who have received loans from the Settlers' Loan Commissioner are barred from participation in this form of financing seed purchases.

THE SEED GRAIN lien law of North Dakota making loans to a farmer a first lien on the land in favor of the county conflicts with the federal farm loan mortgage, which also purports to be a first lien. As there can not be two first liens the federal farm loan bank of St. Paul has brot a test suit against the County of Montrail. The seed loans and mortgages will not be interfered with as the farmers are giving the federal bank an indemnifying bond in addition to the mortgage.

EXPORTATION of flint and dent seed corn from any of the counties of Ontario, Canada, touching on River St. Clair, Lake St. Clair, Detroit River and Lake Erie is prohibited until July 1 by an order in council; and such corn may not be shipped from Lambton, Essex, Kent or Elgin counties without permit from the local representative of the Dep't of Agriculture of Ontario. Seed merchants are not permitted to deal in dent corn of the varieties known as Wisconsin No. 7, white cap yellow dent, Bailey or golden glow in Quebec and Ontario until after April 15, except in the case of consignments intended for delivery in the counties touching on the 4 bodies of water named.

SAMPLES of spring wheat for planting have been examined at the laboratory of the Seed Reporting Service in Minneapolis and approved for storing in grain elevators. Samples were largely from the northwestern states, in which the more than 600,000 bus. examined will be stored. Of the total examined, to determine germinating power, freedom from weed seeds and varietal purity, 400,000 bus. is Marquis wheat. Arrangements also have been made to store 60,000 bus. of the Kubanka and Arnautka varieties of durum.

THE PRICE interpreting com'te appointed by Food Administrator Peden, of Texas, to suggest fair prices for certain seeds has agreed upon basis which allows practically 5% profit to wholesalers and 10% to retailers on the seeds considered. The prices announced are as follows, the first figure representing the wholesale price in each case, and the second the retail price: Redtop cane, re-cleaned, bagged, \$11.02 and \$12.12; country run, bulk, \$10.23 and \$11.25; Amber cane, re-cleaned, bagged, \$9.71 and \$10.68; country run, bulk, \$8.86 and \$9.75; Orange cane, re-cleaned, bagged, \$9.87 and \$10.85; country run, bulk, \$8.92 and \$9.81.

TOLEDO, O.—March clover went out like a lion. It expired at 20.10 bid. High for the season on cash was \$21.00. It came in February and almost repeated this month. March was not delivered until the end because cash commanded a premium all month. Stock left here is the smallest on record for March. Carry-over last September was very large. Crop and stocks of the world have nearly all gone into consumption. There is very little left on the farm or in the show-windows, here or in Europe. Canada still needs some, also some sections of the East and Northwest. There will be some summer demand. There are a few retail lots still in the country but no car lots.—C. A. King & Co.

THE PRICE of timothy seed compared to other seeds and other commodities invites investment for the long pull variety and will be reflected in the September as we progress thru the summer. It is figured the next crop will be cut mostly for hay unless the price is better. The big stocks carried over won't invite more production and must figure in the future market. Toledo stocks are big. May never be equaled again. Some argue they were made at the expense of other markets, due to the ability of it being financed here. If most of it is here then the world knows what is left. Our opinion Toledo does not own it all. Many cars here and there through the country will swell the totals, but it will also help to keep down the production the coming season.—J. F. Zahm & Co

FORAGE PLANT SEEDS imported into the United States in March showed a healthy volume. Alsike clover imports were 1,053,800 lbs. compared with 378,600 lbs. in March, 1917. Imports of the quantities of various kinds of seeds for March this year, with comparative figures where available, for March, 1917, follow: Canada bluegrass, 167,800 lbs. and 37,600 lbs.; alsike clover, 1,053,800 lbs. and 378,600 lbs.; crimson clover, 124,800 lbs. and 297,500 lbs.; red clover, 14,800 lbs. and 1,634,900 lbs.; alsike and timothy, 4,900 lbs. and 4,800 lbs.; broom corn, 484,800 lbs. and 62,700 lbs.; winter rape, 430,000 lbs. and 2,700 lbs.; English rye grass, 456,000 lbs. and 350,900 lbs.; Italian rye grass, 236,600 lbs. and 57,900 lbs.; timothy, 17,700 lbs. and 1,400 lbs.; hairy vetch, 2,100 lbs.; spring vetch, 55,500 lbs.

THE TALL or giant variety of maize or kafir is not at all suited to the dry land farming conditions in Texas, says H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n. Some of this maize grown under irrigation is being sold into Texas for seed, which is a mistake. Sorghum cane seed may be in demand for the planting sorghum for the home production of sugar in the northern states. One of the favored varieties is Early Amber developed in Indiana. The yield is 60 to 300 gallons of sirup per acre.

"RUBY" is the name of the latest beardless wheat, which was produced by Dr. Chas. F. Saunders, Dominion Cerealist, at the Central Experimental Farm, Ottawa, Canada. Its full name is "Ruby, Ottawa, 623." It takes rank between the Marquis and the Prelude in the matter of yield and ripening. It is reported as beardless, possessing hard red kernels, giving a fair yield and making flour of the highest quality with regard both to color and strength. A limited distribution of five pounds is being made to farmers requiring an early sort.

AN EXPERIMENT to determine whether prize winning seed corn gives the highest production when planted in the field is reported by H. D. Hughes of the Iowa Agricultural College. Five hundred ears of corn were taken from the field in 1915 without any selection whatever, numbered and scored by 25 judges. Later a portion of each ear was shelled and planted in separate plats, and the results of the first year indicate that the ears receiving the highest scores were the best ears from the standpoint of field production. The 50 best ears, as selected by the majority of the judges, averaged 5 bus. per acre better than the bulk of the ears.

TESTS have recently been made by A. D. McNair with the seed of buffalo clover in attempts to increase their germinability, and it was found that boiling the seed 1 minute increased germination from 4% to 30%. Experiments with the seed of spotted burr clover by the Alabama Experiment Station in which the seeds were soaked before boiling led to similar tests with buffalo clover, with good results. Seed which showed a germination of 60% after being boiled 60 seconds, showed germinating percentage of 93 after having been soaked in cold water 12 hours and then boiled 60 seconds, while seed that was soaked in cold water 12 hours and not subjected to boiling failed to germinate. The percentage of germination was shown to be materially increased by the length of time given to boiling, up to and including 60 seconds, which is the longest test recorded.

From the Seed Trade.

ATLANTA, GA.—Our sales of grass and clover seed this spring have been the heaviest we have ever known, which indicates an increased interest in pasture work in this section. Undoubtedly the growing interest in live stock production is responsible for these largely increased sales of grass and clover. This spring it has not been a question of selling seeds but a question of getting a sufficient quantity of good seeds to sell, and in our judgment southern seed houses are going into the summer with smaller amounts of stock on hand than ever before. The only way that we managed to come anywhere near satisfying our trade was to limit the quantities sold to any one person

on a considerable number of items.—H. G. Hastings Co.

NEW ORLEANS, LA.—In the South, and especially in Louisiana, there is no seed safe, such as timothy or orchard grass, or in fact any other kind of grass except lespedeza, oats, carpet grass and pespalum dilatatum. All the other seeds we have to depend upon other states for it. Either domestic or imported seeds, there is little chance of getting. Seeds, as you know, have been very scarce, hardly able to get what you wanted, and when you were able to get a certain quantity, it was another proposition to get the goods delivered. Transit accommodations and transportation have been so very slow. We can conclude by saying that we are able to supply our friends and customers in a reasonable fair manner, but not of all kinds of seeds as we formerly did.—J. Steckler Seed Co.

FARGO, N. D.—The immediate territory which we cover here at Fargo is not primarily a clover or grass seed producing country. But in this country clover, alfalfa and grass seed acreage is gradually increasing every year and in time we presume a considerable crop will be raised each season. During the past year the unusually dry conditions made the starting of clover crops very uncertain, and in a great many cases it was a complete failure. However, the older clover fields yield a fair crop and in almost every case the quality was better than usual. We have an average supply of timothy seed in the country and we do not look for any shortage, and, in fact, will probably ship some seed before another crop comes in.—Fargo Seed House. By W. H. Magill.



Sell Seeds That Grow

Grain Elevator Men, do you realize that it is to your advantage to supply your farmer patrons with high quality Grass Seed, Field Seeds and Seed Grain? The use of seeds that show high purity and good germination is important, and it would be well for you to order

PURISCO BRAND SEEDS

as early as possible to insure prompt shipment. Ascertain your requirements and let us hear from you promptly. Quotations and samples gladly furnished upon request.

BUYERS and SELLERS

Timothy	Sweet Clover	Millets	Sowing Rape
Red Clover	Hungarian	Sunflower	
White Clover	Blue Grass	Orchard Grass	Rye Grass
Alsike	Red Top	Alfalfa	Field Peas
			Seed Grain, etc.

ASK FOR SAMPLES AND PRICES OF PURISCO WHITE SEED OATS AND SEED BARLEY

We are buyers of SEED CORN of good germination. We are endeavoring to co-operate with the Government in locating supplies of SEED CORN suitable for planting in northern sections. SEND SAMPLES of surplus stocks.



The Illinois Seed Company

349-369 E. North Water Street

CHICAGO

Grain Carriers

WHEN the order making it mandatory to use all cars for grain loading that could be used for that purpose was suspended March 27, grain carrying roads also were instructed to give preference to the movement of grain.

CAR SERVICE regulations on the Monon, applying to Indiana intrastate traffic only, adds \$1 per day to the demurrage charge for delay, beyond the 48-hours free time heretofore allowed, in releasing cars placed for loading or unloading.

INCREASE in rates on corn in carlots from the Chicago district to points in eastern Canada on the basis of the 15% rate advance authorized recently by the Interstate Commerce Commission was applied for April 2 by the E. J. & E.

AN UNPRECEDENTED step in transportation circles was taken when eastern railroads declared an embargo on domestic freight in less than carlots destined to New York harbor points for one week, beginning at the close of business March 23.

CHICAGO BELT LINE gave notice March 26 that it would not accept cars for Michigan Central and Nickel Plate roads not covered by embargoes on those lines. Cars will be accepted for all other lines except for the Pere Marquette destined east of Chicago.

THE COASTWISE rate of \$3.50 for wheat and \$6 for flour is objected to by millers, who claim it is discriminatory and that it would permit them to sell flour only to the government. The matter has been taken up with Mr. Barnes and a readjustment asked for.

CAR BUILDERS have been asked by the Railroad Administration to submit prices on 100,000 cars to be built to standard specifications which were given the builders at a conference recently. It is said to be probable that 50,000 more cars will be ordered in the next 6 months.

APPLICATION was made April 2 to the Interstate Commerce Commission by the Lackawanna Railroad Co. for permission to increase from $\frac{1}{8}$ c to $\frac{1}{4}$ c per bu. the storage charges on grain at New York for each subsequent period of 5 days or fraction thereof after the first 10 days.

SHIPPERS secured judgment for \$10,000 for damage to a cargo of wheat shipped to England recently on the Pannonia, due to water pouring in thru an open porthole. The ship owners claimed the port was opened by a German spy but were unable to produce evidence to support the claim.

THE 55,000 cars that were furnished to the Food Administration and which it expected to use in getting grain from the country to terminals, unfortunately had to be diverted to move oats and corn to the seaboard for the allies, and these cars are too slow getting back, says a food administration vice-president.

ST. LOUIS, Mo.—Grain and flour men of this city presented arguments for a government built and operated freight and barge line between here and New Orleans to Capt. Poland, a representative of the Waterways Com'ite of the United States Railroad Administration. The com'ite, organized under Director Gen'l McAdoo, directed Capt. Poland to investigate the possibility of the government maintaining such a line under the powers granted to it recently by the railroad act.

GRAIN from all country points on the Pennsylvania lines, except those on the P. C. C. & St. L., can now be moved to Baltimore, according to a recent announcement of the Baltimore agent of the Food Administration. Special permits are said to have been issued for some grain in transit on the P. C. C. & St. L.

BOATS are waiting at the seaboard to take oats to Europe, it is said, but the grain is not available and many of the boats have been loaded with other materials, while exporters have turned down offers of vessel room because they did not have oats to fill it. The fault lies with the railroads, who have not delivered the oats as required.

PLANS for a mobilization com'ite to regulate the assembling, movement and distribution of bulk freight on the Great Lakes have been approved by the Shipping Board and will be presented shortly to the Director General of Railroads. The work of the com'ite is expected to overcome the shortage of lake vessels, due to the transfer of all that were suitable to ocean traffic.

A PARTIAL SUSPENSION of the grain priority order was announced March 27. Western lines are not permitted to furnish cars for shipment east of the Ohio-Pennsylvania state line. Western railroads will continue to give preference to grain shipments. If this suspension of the original order seriously interferes with the movement of grain it probably will be reinstated in full.

THE BLANKET EMBARGO on shipments of grain to points east of the Indiana-Illinois state line has been lifted but the embargo against the movement of grain to points east of the Ohio-Pennsylvania line remains in force. The removal of the embargo first mentioned places carriers in their original position and hereafter they may issue embargoes whenever necessary to protect their own business.

LACK OF CARS in the northwest has reduced the movement of wheat from country elevators to terminal markets to an alarmingly small proportion of normal. Stocks held by the country elevators are said to be heavy, and cars have been ordered from the Chicago and Peoria switching districts to the northwest to bring the wheat to market. Farmers in Dakota and Minnesota are said to have held 35,000,000 bus. March 1.

A UNIFORM interline waybill is to be used by the carriers under federal control, beginning May 1, and it is probable that railroads not required to adopt the new waybill will do so as a matter of convenience. It is to be issued at the point of origin, and to accompany the shipment thru to destination, no matter how many carriers handle the shipment. It is believed that it will save considerable time in the movement of freight.

EFFECTIVE APRIL 1, on 5 days notice, under authority of the Interstate Commerce Commission in the 15% case, the ex-lake rates on grain, domestic and export, from Buffalo, Oswego, N. Y.; Erie, Pa.; West Fairport, O.; and Lake Huron, Georgian Bay, Detroit River and St. Clair River ports have been increased substantially 15%. These rates include elevation charge of $\frac{5}{8}$ c per bu. and charge of $\frac{1}{4}$ c per bu. for 5 days' storage.

CLASS and commodity intrastate rates in Oklahoma have been advanced by the carriers in Southwestern Lines tariff 55-D, recently issued. On wheat and flour the advance is about 25%, on corn 33% and on corn meal 33%, with similar advances on other grains and grain products. A

hearing is to be held by the Corporation Commission on intrastate commodity rates, and until such time as this can be completed and an order issued and made effective the rates named in 55-D will be effective.

EXPORTS of flour and grain during February were as follows: Flour, 2,099,000 bbls.; wheat, 1,048,000 bus.; flour and wheat, 9,445,000 bus.; corn, 3,203,000 bus.; and oats, 7,565,000 bus., compared with flour, 705,000 bbls.; wheat, 10,384,000 bus.; flour and wheat, 13,560,000 bus.; corn, 6,597,000 bus.; and oats, 5,392,000 bus., in February, 1917.

THE KEYSTONE GRAIN CO., of Minneapolis, Minn., has been granted a new trial of its suit against J. S. Johnson, a farmer of Burleigh County, North Dakota, who welched on a contract for the sale of 7,000 bus. of flaxseed at \$2.02 $\frac{1}{2}$ to arrive. After the first trial the company found a farmer, J. H. Noon, who had met Johnson at Bismarck, where he said that the flax had been rapidly advancing in price and that had the market price gone down he would have had the laugh on Larson and his company, but as it is "they have the laugh on us." "I am a sport and I am going to deliver the flax just the same." Judge Christianson of the Supreme Court of North Dakota said: "But Johnson did not need to be a sport in order to observe his contract. That was a matter of common fairness and honesty between man and man. If the flax had gone down instead of up, Johnson would have availed himself of the contract and would have made no complaint against his brokers for being over courteous in giving him extra time to deliver his flax. Clearly the court was right in granting a new trial, and the order is affirmed."

EMPLOYEES at the Winnipeg Grain Exchange, to the number of 250 or more, have volunteered to aid farmers of the west in seeding. The com'ite has already placed 150 of the men.

Exports of Feedstuffs.

Exports of feedstuffs for January and for the seven months of the fiscal year, compared with the corresponding periods preceding, as reported by the Bureau of Domestic and Foreign Commerce, are here given:

	January 1918.	January 1917.	7 mos. ended January 1917-18.	1916-17.
Bran & middl'gs, tons	605	1,211	2,797	3,998
Dried gr. & malt spr'ls, tons		7	670	1,218
Millfeed, tons	1,072	3,638	6,268	32,873
Corn oil cake, lbs.	1,100	673,050	455,934	11,348,010
Ctns'd cake, lbs.	550	121,789,450	9,662,536	716,300,273
Ctns'd meal, lbs.	2,268,123	25,263,959	31,432,461	214,331,546
Linseed cake, lbs.	64,405		116,376,179	
Linseed meal, lbs.	1,719,328		15,635,454	

Feedstuffs Movement in March.

Receipts and shipments of feeding stuffs during March at the various markets, compared with March, 1917, were as follows:

	Receipts. 1918.	Receipts. 1917.	Shipments. 1918.	Shipments. 1917.
Chicago, lbs.	79,771,000	87,899,000	110,763,000	74,261,000
Cincinnati, tons	3,483	13,420	7,626	17,410
Kansas City, tons	2,180	2,060	9,300	14,940
Milwaukee, tons	7,733	7,003	55,210	74,858
New Orleans, tons	1,523			
St. Louis, sacks	73,510	92,650	168,950	74,700
San Francisco, tons	207	1,595		

Feedstuffs

Cairo Ill.—J. C. Bartmess has succeeded G. W. Coates as mgr. for the Roberts Cotton Oil Co.

"TAR HEEL" is entered as a trade mark description of hen feed, by Albert R. Martin, Dallas, N. C. Use is claimed since Jan. 5, 1917.

HAMMOND, IND.—The Nowak Mfg. Co., of Buffalo, N. Y., has bot the Hammond Distillery and will operate it to manufacture feed. Improvements to cost \$100,000 are to be made.

THE MARGINS formerly allowed to jobbers of millfeed have been reduced by the Food Administration in all states except Virginia and West Virginia to the following basis; jobbers in carlots, 50c per ton; in less than carlots, \$1; delivered, \$1.50; retailers, \$3; delivered, by retailers, \$4.

AVONDALE, COLO.—The elvtr. of the Avondale Alfalfa Mfg. & Elvtr. Co. was totally destroyed by fire recently. The loss was \$85,000, partially covered by insurance. The fire is supposed to have originated in a hot box on a belt pulley. The elvtr. contained 1,400 tons of alfalfa meal, worth \$30,000, and sacks valued at \$12,000. Two boxcars and several wagons loaded with alfalfa were destroyed, as was also the offices of the company and several outbuildings.

UPS AND DOWNS in the prices of ingredients of mixed feeds bear hard upon the manufacturer who is tied down by a guaranteed analysis that is filed by him with the authorities of each state. At times some components of the declared list of ingredients are almost out of the market. By substituting another feedstuff of equal nutritive value the manufacturer could continue to meet the demand for his product and give the consumer his money's worth. The buyer would have all the protection he needed if each sack were labeled with the guaranteed analysis and a list of actual ingredients.

PECAN SHELLS contain about 2¼% fat and 3% protein, and when finely ground they make an excellent and nutritious filler for stock feed, it is said. The output of pecan factories in the United States is estimated at 7,000,000 lbs. of shells each year, and an importing house in New Orleans is reported to have completed negotiations with a firm in Genoa, Italy, for the sale of ground shells just prior to the opening of the war. Unsettled conditions then made it impossible to carry the deal further. At present the shells are used for fuel and for making sweeping compounds.

A SERIOUS shortage of animal feeds exists at many New England points, due to the slow and irregular freight service from the west. In some cases shipments started prior to Jan. 1 are still en route and from 30 days to 4 months is required on direct shipments. The practice of consigning feed to reconsignment points, then diverting to points in New England has been prohibited for the last 2 months, and this is said to be the cause of part of the trouble. The railroads have not complied with the order of the Interstate Commerce Commission requiring them to publish new reconsigning tariffs, and altho it is said that the matter has been taken up with every dep't of the government that seemed to have control of the matter nothing has been accomplished.

THE SUPREME COURT OF IOWA recently decided against the state in its suit against the Shores-Mueller Co., of Tripoli, Ia., to recover \$500 in inspection fees, the defendant having refused to pay the \$100 annually the past five years as required by the state dairy and food commissioner under the law of 1907. The court upheld defendant's contention that this was a license fee and not an inspection fee as alleged by the state. A license fee can not be recovered by such civil suit.

FIRE in the sackroom of the Otto Weiss Mfg. Co., Wichita, Kan., did considerable damage at noon Mar. 20 before it was brought under control. It is thought that the fire was purely accidental. Workmen left the room only 15 minutes before smoke was seen coming from the windows

by passersby, and no machinery was in operation when the fire started. The operations of the company are not handicapped by the fire, except that there may be a shortage of sacks for alfalfa feeds for a time.

A FAIR PRICE for blackstrap molasses manufactured in the United States from imported sugar cane is 18c per gallon, according to the findings of the Food Administration, and the charging of a higher price will meet with careful scrutiny with a view to the revocation of the license of the seller. This price is in tank car lots at seaboard points, or at a point of origin carrying the same freight rate. Blackstrap molasses is a by-product of the manufacture of sugar, and it is used extensively in the feedingstuffs industry.

AMERICAN (MIDGET MARVEL) FLOUR MILL

A Big Money-Making Addition to Your Grain Elevator

A Limited Investment—No Increased Overhead Big Profits

You, Mr. Elevator Owner, are the logical man to take full advantage of the wonderful money-making opportunity this remarkable American Midget MARVEL MILL offers you.

You have the elevator. You have the co-operation of the wheat growers. You have the buying power. You have the market all ready for you. You have **everything**.

It requires absolutely no experience to operate an AMERICAN Midget MARVEL MILL. A great percentage of the owners of these mills have had no previous milling experience.

It takes up but little space.

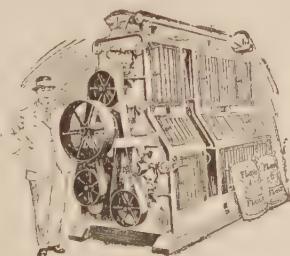
You have plenty right in your elevator. It takes but very little power to run it. You have sufficient power right now. Its yield is the greatest of any mill comparable in size. It produces the highest quality flour—a flour that retains the full nourishing value of the whole wheat berry. One man can do all the work.

Write today for our free booklet—"Evidence." You will find it most interesting. Also let us tell you all about our easy terms of payment. Our money back guarantee. Our free Service plan. Our Community Marvel Millers Association.

Writing obligates you in no way.

**ANGLO-AMERICAN
MILL CO.**

**435 Trust Building
Owensboro, Ky.**



Supreme Court Decisions

Interest should not be allowed on a claim for overcharge in freight rates.—*Service v. Sumpter Valley Ry. Co.* Supreme Court of Oregon. 171 Pac. 202.

Carrier's Duty to Give Notice of Seizure.—A carrier is not responsible for goods taken from its custody by valid legal process, provided it gives the owner prompt notice of the suit, so that he may have an opportunity to protect his interest.—*Morgan v. C. & N-W. Ry. Co.* Supreme Court of Wisconsin. 166 N. W. 777.

Discrimination by Carrier in Paying Damages.—An agreement by a carrier to pay damages, not occurring on its lines, to goods shipped under a B/L providing that no carrier shall be liable for loss other than on its own lines, is a discrimination against the uniformity of responsibility required of carriers of interstate commerce, and is unenforceable.—*Southern Ry. Co. v. Adcock & Lewis Co.* Supreme Court of Tennessee. 201 S. W. 131.

Draft with B/L.—Where a bank has taken drafts with Bs/L attached and has given credit therefor, the fact that the depositor is allowed to check out the amount deposited does not preclude the bank from showing that the drafts were taken for collection merely with the right to charge back in case the drafts were uncollectible.—*Brigance v. Bank of Cooter.* Springfield Court of Appeals, Missouri. 200 S. W. 668.

Damages on Value at Place of Shipment.—Under a provision in a B/L that the amount of carrier's liability for loss or damage shall be computed on the value of the goods at time and place of shipment, the shipper is not entitled to damages for delayed delivery or for inability to use it for a certain time from its damaged condition.—*E. Grossman Mfg. Co. v. N. Y. Cent. R. Co.* Supreme Court of New York. 169 N. Y. Supp. 213.

Title under B/L Obtained by Worthless Check.—As between shipper and carrier, relative to conversion by carrier delivering shipment to buyer thereof, the buyer was given title to the B/L by transfer thereof to him by the bank, to which the shipper had sent it with draft for purchase price attached, though the bank had accepted in payment a check which proved worthless. Delivery of shipment by carrier to buyer, if unauthorized, is ratified by shipper thereafter, with knowledge of facts, demanding payment of price from buyer, estopping shipper to sue carrier for conversion.—*Midland Linseed Co. v. American Liquid Fireproofing Co.* Supreme Court of Iowa. 166 N. W. 572.

Other Insurance.—Section 6548, Compiled Laws of 1913, is as follows: "In case of double insurance the several insurers are liable to pay losses thereon as follows: In fire insurance each insurer must contribute ratably towards the loss without regard to the dates of the several policies." Held, that such provision in a fire insurance policy, to the effect that it will become void if the insured procures additional insurance without the written consent of the insurer indorsed on such policy, when construed in the light of this section, is not void, but voidable only; and, where such provision in such policy against additional insurance may be waived by written consent of the insurer indorsed on such policy, and the insured takes out additional insurance, which fact becomes known to the insurer, and the insurer keeps all the unearned premiums and takes no steps to cancel such policy, such policy contract does not become absolutely void thereby, but at the most becomes only voidable, and the insurer cannot, after loss has ensued, avoid its risk.—*Yusko v. Middle-west Fire Ins. Co.* Supreme Court of North Dakota. 166 N. W. 539.

Memorandum as Offer.—Where oats were ordered orally, and the seller sent a memorandum of sale of two cars to the buyers, containing the words, "This is a contract, and will be considered mutually binding, unless we are advised of its non-acceptance by wire," and, "If any error in above, please advise us by wire," immediately preceding the seller's signature, such memorandum was of itself an offer to sell, which, on acceptance by the offerees or buyers, would become a binding sale.—*Cavanaugh v. D. W. Ranlet Co.* Supreme Judicial Court of Massachusetts. 118 N. E. 650.

Patronage Dividends.—A co-operative association organized under section 6485, Gen. St. 1913, is authorized by the statute to provide by by-law for the distribution of profits and earnings in such proportion as the stockholders may deem just. A by-law which discriminates within reasonable limits between stockholders who deal with the company, thereby increasing its earning power, and those who do not deal with it, held not violative of the rights of the stockholders thus discriminated against.—*Mooney v. Farmers Merc. & Elevator Co. of Madison.* Supreme Court of Minnesota. 164 N. W. 804.

Contract for Future Delivery.—In a suit to recover a balance due under a written contract for the purchase of oats, providing for the deposit of a margin, and for an option to declare the contract at an end, where it appeared that the seller had the oats in an elevator, and that the parties contemplated a delivery, and not a settlement based upon the difference between the contract price and the market price at the time fixed for delivery or a gambling contract or a dealing in futures, the plaintiff was entitled to a verdict.—*Merriam & Millard Co. v. Cole.* Court of Civil Appeals of Texas. 198 S. W. 1054.

Kansas Reciprocal Demurrage Act.—(Gen. St. Kan. 1909 §§ 7201-7203), subjecting a railroad to a penalty payable to the shipper for delay in furnishing cars ordered by him to be furnished in Kansas, providing for the payment of \$5 per day for the delay of each car as exemplary damages, and also for the payment of actual damages, is a penal statute within section 5610, Gen. St. Kan. 1909, providing that an action on a statute for a penalty or forfeiture shall be brought within one year, "exemplary damages" being damages given in addition to damages covering the actual loss to punish and make an example of the offender in torts committed with actual malice, deliberate oppression or violence, called also smart money, and vindictive, punitive, or retributive damages.—*Frizzell Grain & Supply Co. v. Atchison, T. & S. F. Ry. Co.* Supreme Court of Missouri. 201 S. W. 77.

War Insurance.—A shipper of cotton destined to a Swedish port, there to be transhipped to Austria, which country, with Germany, was engaged in war with Great Britain and its allies, secured a maritime policy protecting against war risk only; the insurance covering the risk of capture, seizure, or destruction or damage by men of war, by letters of marque, takings at sea, arrest, restraints, detentions, and acts of kings, princes, and people, authorized by and in prosecution of hostilities between belligerent nations. The master of the vessel, intending to proceed to a Scottish port and there to submit to examination by British authorities, was boarded by a British cruiser, which sent an armed party on board and directed the steamer to take a particular route to the Scottish port and by night. During the night, aids to navigation having been removed or extinguished, the vessel was wrecked. The master of the vessel relied on the alleged superior local knowledge of the naval officer in charge of the boarding party. Held that, as the vessel would not have been boarded, or directed to proceed during the night, but for the war, the loss was the proximate result of acts authorized in prosecution of hostilities, and hence covered by the policy.—*Muller v. Globe & Rutgers Ins. Co.* U. S. Circuit Court of Appeals. 246 Fed. 759.

Interest on Judgment against Carrier.—Upon recovery by shipper for damages to goods, he was properly allowed to recover a sum equal to simple interest at the lawful rate from the time of the arrival of the goods at their destination to the time of the sitting of the trial court, and not merely from the time the written notice of loss required by the bill of lading was filed; such written claim being a mere matter of contract, and, while essential to recovery, only affecting the remedy.—*Haglin-Stahr Co. v. Montpelier & W. R. Co.* Supreme Court of Vermont. 102 Atlantic 940.

Title in Seller on F. O. B. Sale until Draft Is Paid.—On sale of carload of potatoes f. o. b. city of seller's residence, for part cash, balance on draft with B/L attached, with inspection allowed, property did not pass irrespective of the form of the B/L, until the draft was paid; for the seller, goods being shipped deliverable to his order, thereby reserved right of property and possession in himself under the express provisions of Personal Property Law, § 101, subds. 2, 3, as added by Laws 1911, c. 571, and the f. o. b. provision merely meant that the goods were to be placed on the cars free of expense to the purchaser, and that the expense of transportation was to be borne by the purchaser but did not determine that delivery was to be made at the shipping point.—*Boss v. Hutchinson.* Supreme Court of New York. 169 N. Y. Supp. 513.

Title to Shipment.—Consignors shipped a carload of flour to themselves, order notify grain company at B. They took a standard B/L for the same, and on the same day drew a draft payable to themselves for the amount. The draft, properly indorsed with the B/L attached was deposited by them with a bank, which gave credit for the amount of draft less exchange. At the time the consignor was indebted to the bank in a large amount, part of which matured the following day, when the proceeds of the draft and some other funds were applied to the part payment of the matured debt. Later a third party attached the flour in aid of a suit pending against the consignors for an alleged breach of contract. Held, that the flour was not subject to attachment, as special property in the same passed to the bank, subject to be divested only by the acceptance and payment of the draft by the consignee.—*Owensboro Banking Co. v. Euck.* Court of Appeals of Alabama. 77 South. 940.

Fire Starting from Railroad.—Under Acts 1907, p. 336, § 1, declaring that a railroad company shall be liable for the destruction of or injury to any property which may be caused by fire or result from any locomotive, engine, machine, train, car, or other thing used upon such railroad, or in the operation thereof, or which may result from or be caused by any employé, agent, or servant of such corporation upon or in the operation of the railroad, a railroad company, while absolutely liable, not only for fires set out by its locomotives and machinery, but for fires set out by its employés while engaged in the work of cleaning or repairing the road-bed or right of way, is not absolutely liable for fires which may have spread on the railroad right of way, and which its servants have failed to extinguish, or which may have been lighted thereon by other persons, and which the railroad employés have not restrained or extinguished, and in such case proof of negligence is essential to recovery.—*Clark v. St. L., I. M. & S. R. Co.* Supreme Court of Arkansas. 201 S. W. 111.

ONLY 14,000,000 bus. of the 100,000,000 bus. of American corn needed by the allies from the 1917 crop have gone forward, according to figures compiled by the Food Administration April 2. Last year at the same time 64,000,000 bus. had been shipped. The decrease is due to lack of rail and ocean transportation, and no shipment will be made in the next 2 months, it is alleged, because at that time of year corn spoils in transit.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates.

C., B. & Q. in Sup. 16-a to 3662-F gives notice of withdrawal of item No. 95-D in Sup. 10 to this tariff.

W. T. L. in Sup. 49 to Circular No. 1-M gives rules, regulations and exceptions to classifications, effective May 5.

U. P. in Sup. 11 to 3050-A gives rates on grain and grain products between points in various states, as named in tariff, effective April 5.

C., B. & Q. in Sup. 3 to 849-F gives notice of vacation of suspension order of I. C. C., rates named in tariff becoming effective March 25.

Monon in 5837-B quotes rates on grain and grain products, also, car service rules and regulations, on Indiana intrastate traffic, effective March 20.

G. N. in Sup. 14 to I. C. C. A4138 quotes rates on grain and grain products between stations in Washington, Idaho and British Columbia. Effective April 20.

C. & E. I. in Sup. 4 to 7575B quotes rates on grain and grain products from its stations in Illinois, also Cairo, Ill., via M. & O. to stations in Illinois, effective April 20.

C., R. I. & P. in Sup. 34 to 12200-A quotes rates on grain and grain products between its stations in Kansas and Missouri and stations in Kansas, effective April 10.

C. & E. I. in Sup. 31 to 622-C, issued March 20, makes effective on 1 day's notice Sup. 26 to the same tariff, and withdraws and cancels certain portions of Sup. 30, as named.

G. N. in Sup. 18 to G. F. O. 634-A quotes rates on grain, grain products, flaxseed and hay between stations in Montana and Idaho and points in Washington, Portland, Ore., and Vancouver, B. C., effective April 15.

C., B. & Q. in Circular No. 78 instructs agents to advise shippers respecting rules and regulations governing the importation, manufacture, storage and distribution of food commodities, with instructions to report all violations.

N. Y. C. in Sup. 24 to I. C. C. A3223 names rates on grain and grain products from certain stations on its lines in Indiana, Michigan, New York, Ohio and Pennsylvania to points in C. F. A. territory, effective April 7.

C., R. I. & P. in Sup. 33 to 16145-C quotes rates on grain and grain products from stations on its lines in Kansas and Nebraska to stations on the K. C. C. & S. and S. T. L. & S. F. in Kansas and Missouri, effective April 10.

Western Trunk Lines Sup. 3 to Circular 11-B gives percentages to be deducted on shipments of grain, seeds and hay when forwarded from transit stations after the commodity has been subjected to any one of certain transit operations.

N. Y. C. in Sup. 48 to I. C. C. A3239 quotes rates on grain and grain products from stations on its lines and west to east and Virginia basing points and points in Canada, Maryland, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia and Atlantic seaboard cities, effective April 15.

C., B. & Q. in Sup. 76 to 1800-B quotes local, joint and proportional rates on grain, grain products, broom corn and seeds in c. l. between stations on its own lines west of the Missouri river and the Rapid City, Black Hills & Western and Chicago, St. Louis, Minneapolis, Duluth and points taking same rates or arbitraries higher, also other points on lines east of the Missouri River, effective May 1.

C., B. & Q. in Sup. 17 to 3457-G, applying on Illinois intrastate traffic only, gives notice of vacation of suspension and changes in items of rates which will apply, also notice that Sup. 8 to 3457-G is further suspended until July 1, 1918.

C., B. & Q. in Sup. 89 to 3200-B gives local, joint and proportional rates on grain, grain products, etc., between Missouri River points and Chicago, St. Louis, St. Paul, Minneapolis, Winona, Minn., and LaCrosse, Wis., and other stations, effective May 1.

C. & N. W. in Sup. 13 to G. F. D. 10869-C names rates on grain from stations on its lines in Iowa, North Dakota and South Dakota to points in Illinois, Tennessee, Louisiana, and points taking New Orleans rates, also Key West, Fla. Effective April 15.

T. St. L. & W. in Sup. 5 to 1581-E quotes rates on grain, grain products and by-products from stations on the D. T. & S. L. and its own lines to Atlantic Seaboard points, eastern and Canadian interior points, western termini of eastern trunk lines and points thereon, effective April 5.

C., R. I. & P. in Sup. 58 to 13207-F quotes rates on grain and grain products from Albright, Neb., Armourdale and Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha and South Omaha, Neb., and St. Joseph, Mo., to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin on connecting lines effective April 9.

Saving Australia's Wheat.

"I am willing to stake my professional reputation and say that we have the situation in hand, if the states will back us up." This definite statement was made recently by Professor Lefroy, member of the British Wheat Commission, now in Sydney, Australia, in regard to the control of the weevil in wheat and the safe stacking of grain in the future.

"A method of stacking has been devised which will eliminate the weevil as a factor in future. The principles of this method are an insecticide layer below the stack, aerated flooring and independent roofing. Little if any more material need be used than at present." Professor Lefroy went on to say that as the wheat under this method could be kept free from insect pests indefinitely, he considered it had an important bearing on the question of future wheat cultivation, and he held that it would be a great mistake for Australia to restrict the area under wheat. To restrict wheat cultivation in favor of stock raising would, he said, be a suicidal policy.

It had been thoroughly demonstrated that weevil-infected wheat could be thoroughly cleaned at a cost of one penny or less a bushel. The first two machines for cleaning wheat were now being made to the order of the British government, and would shortly be working. They would treat from 500 to 1,000 bushels an hour.

Professor Lefroy added that if wheat were stacked dry under the new method there would be no further trouble. If wheat was delivered in a moist condition it would have to be dried before stacking.

—*Corn Trade News.*

FOR MAKING a shipment of flour without including the proper amount of substitute, the license of the Monitor Flour Mills, of Scribner, Neb., was suspended by the Food Administration. The shipment was made to a farmers union at Gordon, Neb., and the officers of the union have been ordered to appear at the offices of the state food administration. Unless they can prove they had arranged to purchase an equal amount of substitute at the time they bought the white flour their license, also, will be suspended, it is said.

Quite a number of hundreds of good people read the

Rosenbaum REVIEW

regularly each week because they find it interesting and full of information they do not get from any other source. The most that can be claimed for it is that it gives **inside** facts about the grain business and the least which can be said for it is that it is \$5.00 per year. It contains no advertisements, because it is no trade paper. It tells the truth as its editor sees it, and it indirectly advertises its publishers, the

J. Rosenbaum Grain Co.

417 Postal Telegraph Bldg.

CHICAGO

Send for sample copy.

Patents Granted

1,259,524. Automatic Conveyor Stop. James F. Kelly, Morgan Park, Minn. A device, electrically controlled, whereby when an excess of material is piled on a conveyor which is receiving material from a power actuated feeder the feeder is caused to cease to feed material to the conveyor.

1,260,086. Bag Holder. James H. Speed and Frank Devault, Clarkston, Wash. A clamping collar has an apertured ear on its opposite sides, standards being received thru the ear, the standards having coiled springs arranged about their upper portions and bearing on the ear, the lower end of the standards being bifurcated and carrying clamping jaws on their outer ends, and there is a yoke with its sides arranged parallel to the clamping jaws, and means for pivotally supporting the yoke with relation to the jaws.

1,259,686. Car Bolt Seal. Edwin T. Walling, Seattle, Wash. A thin strip of metal is slotted near each end, and a bolt is slotted near one end to closely receive both ends of the strip. A lug projects from one face of the slot in the bolt to engage the slotted ends of the strip, and above the lug there is a chamber equaling height but one thickness of the strip, and narrower than the strip, so that the strip will be held down at its edges and be forced to bend upward midway in its width to pass over the lug.

1,259,320. Fabric Lining for Grain Cars and Other Vehicles. Wilson S. Tyler, Keota, Colo. Sections of flexible material with clefts in one edge in spaced relation, the material of the sections in advance of the clefts being folded in angular relation thereto and over-lapping the former corner guards, also intermediate and end sections overlapping the form corner guards portions and the adjacent portions of the intermediate sections, with fastening devices extending thru eyelets and adapted to fasten to a supporting structure.

1,260,251. Grain Door. Sven Peter Alquist, Denison, Tex., assignor of 9/20 to Wm. L. Kellogg, Parsons, Kan., and 2/20 to Allan S. Barrows, Chicago, Ill. A sheet metal grain door for a railway car, comprising a sheet of metal pressed into dish configurations with marginal flanges adapted to bear against the frame of the car, an opening in the lower portion of the door, and a hinged sub-door and means for holding the sub-door in closed position. An illustrated description of this grain door was published on page 57 of the Journal for Jan. 10, 1918.

1,259,019. Grain Elevator Structure. David G. Johnson, Clayworks, Ia. This structure consists of inner and outer substantially circular walls, with a series of partition walls extending from the inner to the outer walls, each wall formed of horizontal rows of hollow blocks embedded in mortar and with steel reinforcement wires or rods laid in the mortar, that of the partition walls connecting at the ends with the reinforcement of the circular walls. Aligned openings in the inner and outer walls form a passageway thru the structure. Bars are extended across these openings and adapted to support the walls above them. A bar also is extended across the compartment formed by the inner circular wall, its ends being embedded in that wall at places spaced above the tops of the openings. Brace rods are extended from this bar to the intermediate portion of the bars first mentioned, to serve as additional reinforcement and for other purposes.

Elevator Casualties.

Chas. L. Neve, while loading a car of beans for the Pierson Elevator Co., Pierson, Mich., sustained a rupture.

Harvey Baldwin, employed by the Horner Elevator Co., Lawrenceville, Ill., while stepping from warehouse to wagon fell and dislocated his right leg.

John Harmon, employed by the Novi Elevator Co., Novi, Mich., started a horse after hitching and slipped on the ice and was ruptured.

Zahner Mobley, while cooping a grain car at the plant of the Kelso Grain Co., Cherokee, Kan., let a board fall and bruised his finger.

Wm. McKinney, employed by the O'Bannon Co., Claremore, Okla., while making the rounds inspecting the sealing of car doors, stepped on a nail.

Enos McClure, employed by the Danvers Farmers Elevator Co., Danvers, Ill., had his hand caught in the door and bruised when the wind blew the door shut.

Ed Winter of Moweaqua, employed by the Evans Elevator Co., Decatur, Ill., slipped while scooping corn out of a bin and sustained a dislocation and fracture of the wrist.

J. S. Lucas, while trucking into a car at the plant of the O'Bannon Co., Claremore, Okla., had his toe sprained and was laid up for three months as the result of the runboard giving way.

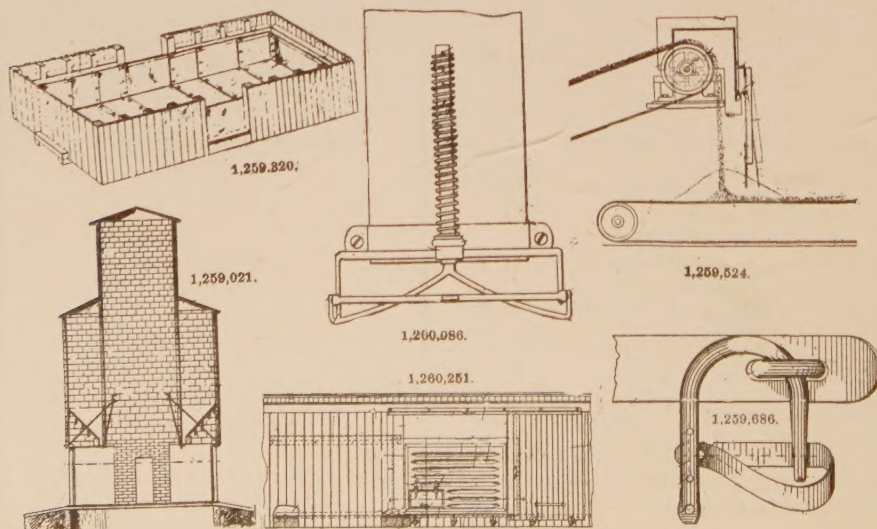
Ed Parkhurst, Fancy Prairie, Ill., employed by Jas. F. Umpleby, on Mar. 22 stood on a ladder to pull a gate lever on a Hess Drier and fell 18 ft., bruising shoulder, forehead and knee.

Books Received

ATLANTIC PORT DIFFERENTIALS:

The casual reader on transportation subjects, as well as the student, has frequently met great difficulty in securing the books in which to find the exact point he has under investigation. Much of it is ultimately found in pamphlets and magazines, articles often out of print. We have very few books which deal with the history of transportation in this country; such as there are generally treat the matter from a biased standpoint. In the development of the general subject it remains for authors to separate particular important rate matters and compile the history of them. Such a work has been undertaken by John B. Dalsh, who through Messrs. Lowdermilk & Co. (Washington) has published "The Atlantic Port Differentials." The history of these differentials, by which the southern ports (Baltimore, Newport News and Philadelphia) have less rates to and from the west, originated after many severe rate wars between the trunk lines for tonnage. When they concluded that agreements were more profitable than rate cutting the carriers in 1877 signed a solemn agreement by which the relation of rates between the ports was fixed. As solemnly as it had been entered into, it was broken very promptly. Many were the objections from the ports. The matter was the subject of an exhaustive report by Albert Fink, Commissioner of the Trunk Lines; arbitrators in 1882 had the matter under consideration and made an award thereon. Since its organization in 1887 the Interstate Commerce Commission has had the subject before it in 14 cases and proceedings. All of these reports and opinions, many of which are inaccessible, are reprinted in the volume referred to. An examination of the work shows how broad in scope these investigations have been and how many and varied are the subjects treated. One has but to glance at the comprehensive index to see that any one matter has run through each and all of the reports and opinions. The Introduction to the book is a brief outline of the subject of Atlantic Port Differentials from which one can secure a general idea of the meaning of the term and of the history of the oldest and most frequently contested rate fabric in this country, if not in the world. That there are differences in rate to the seaboard grain shippers know, but on what theory or theories and on what principles the differences have been sustained is not so well known. Present readers are not often accustomed to read and think as much about the theory freight rates as were the fathers. The author has put it in one's power to have at hand a compendium not only of the particular matter concerning the Atlantic port differentials, but also a book of general transportation knowledge well worth careful study.

Back to the Republic: The Golden Mean, the Standard Form of Government, by Harry F. Atwood. At the moment when the terminology of politics and government has a heavy load of meaning to bear but is not very capable of bearing it, a Chicago lawyer and publicist, Harry F. Atwood, does a great service to clarity of thought in writing this short and simple but fundamental book. We are talking of "making the world safe for democracy," and Mr. Atwood convicts us of looseness of language certainly, and perhaps of thought, when he asks: "Can the world be made 'safe for democracy'?" His own answer is that it cannot, for democracy is itself most dangerous. Our trouble is that we have used the word democracy for our form of government, forgetting that it is not a democracy but a republic. Mr. Atwood would not only recall us to a correct use of terms, but to correct practices. We have overlaid our republican form of government with government by commissions, with measures which are democratic, but not republican—the primary, initiative, recall of judges by the people, and so on. The result will ultimately be chaos, says our author, and he pleads for a return to the republican form of government. Certainly as political units grow larger direct popular government becomes increasingly confusing and dangerous. A small town can very well govern itself by town meeting. A large area with interests of a kind not understood by outsiders cannot. Hence—even from the standpoint of socialists themselves—there would seem to be good reason for a clear understanding of the issues Mr. Atwood has raised.—Laird & Lee, Chicago, Price \$1.



The GRAIN DEALERS JOURNAL.

Preventable Elevator Fires.

Fire insurance premiums are used to defray the cost of conducting the business and to pay the losses sustained. By pooling their fire insurance, owners of grain elevators have lessened the cost of carrying on the business, largely by making it a mutual enterprise instead of one conducted for profit.

Several years ago the mutual organizations entered the second phase of their work, which is vastly more important than the first, the object of which is further to reduce the cost by educating elevator owners to prevent fires.

This work has not been supported as it should have been by members of the grain trade. Indifference and carelessness, characteristics of the American people, are responsible for the slow progress made.

Lightning, locomotive sparks and the exposure hazards were responsible for 372 of the 734 fire losses paid by the Grain Dealers National Mutual Fire Insurance Co., 1903 to 1917, inclusive. The losses from these three causes were 50.7 per cent of the number and 28.9 per cent of the cost of all losses sustained and paid.

These totals are of such a startling nature, the cause of the losses are so well known, means of preventing them are so thoroughly understood that it is not easy to understand why they are permitted to eat up profits from year to year when every dictate of business prudence demands that fires originating from these causes be made impossible.

A properly installed system of lightning rods will serve effectively to prevent the damage or destruction of an elevator by electric energy.

Iron cladding a wooden elevator will prevent its destruction by locomotive sparks. Locomotive sparks are short lived. If they do any damage they must come into contact with substances easily ignited within a short time after they are blown out of the smoke-stack. Dry wood shingles whose fiber has been raised by the action of the elements, will ignite like tinder. In country elevators facilities for fighting a fire in the cupola leave much to be desired. It creates its own draft as it burns and the elevator is quickly damaged or entirely destroyed, with the wealth of grain it contains.

An iron clad structure is effectively safeguarded from minor exposure hazards. A prairie fire or the sudden combustion of highly inflammable materials that would set fire and perhaps destroy a wooden structure would not damage an iron clad elevator.

Assuming that the very best known protection would prevent only half of the losses due to these three causes, would mean a reduction in all losses of 25 per cent and a saving in cost of about 15 per cent. The expense is incurred only once, the saving continues year after year so long as the structure and the business endures.

Fire losses in America are appalling. They are at least 75 per cent greater than they should be and elevator fire

losses and insurance costs are from 25 to 50 per cent greater than they would be if every country elevator was thoroughly rodded and every wooden structure covered with durable iron roofs and siding.

This is a small premium to pay for assurance against the disruption of business, fire losses not covered by insurance, which the owner must stand, and for a lower cost of insurance for all elevator owners not only this year and next, but for the indefinite future.

A NEW WHEAT, to which has been given the name of Ruby, Ottawa, 623, has been developed by Charles E. Saunders, Dominion Cerealists, at the Central Experimental Farm, Ottawa. It is said to rank between Marquis and Prelude as to yield and ripening, and is described as beardless, possessing hard red kernels, giving a fair yield and making flour of the highest quality in point of color and strength. A limited number of 5-lb. samples are being distributed.

APRIL 12 IS THE DAY

The balmy days of Spring bring with them a renewed vigor. After the long period of hibernation and firehugging, the fresh ozone gets into our blood and we want to do things. Therefore, in order to make use of this delightful feeling in a manner that will be both enjoyable and profitable, all Grain Dealers policyholders are asked to get rid of a little of their surplus energy on APRIL 12th in putting their house in the best possible shape. If all will respond, and we know they will, elevator losses for the year will be greatly reduced. April twelfth is the day. See self-inspection cards and Our Paper.

Fitzgerald & McCotter
Western Managers
Omaha, Neb.



C. A. McCotter
Secretary
Indianapolis, Ind.

A fire from any cause will be a calamity; A careless fire will be a crime.

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.
Ask about the "TRI-STATE PLAN" for short term grain insurance.
E. H. MORELAND, Secretary

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

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MILL OWNERS MUTUAL FIRE INSURANCE CO.
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INCORPORATED 1877

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J. A. KING, President GEO. A. WELLS, Secretary

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CHICAGO, ILL.

"KILN DRIED CORN

is being refused by the Government at Atlantic seaboard ports because some of the grains are cracked in the drying process. One Chicago shipper reported thirty cars rejected on this account."

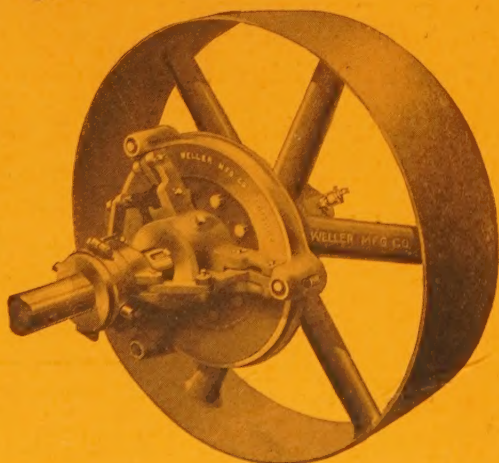
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We have moved into our new factory at 1004-6 Lynsdale Avenue North, where we have greatly enlarged and better facilities for handling our increasing business. We are the sole manufacturer of Bryant Auto-

matic oil filters and DAY'S patented ventilating cap as well as our dust collectors and dust collecting systems. Watch for our next ad. When in need of anything in our line, write

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